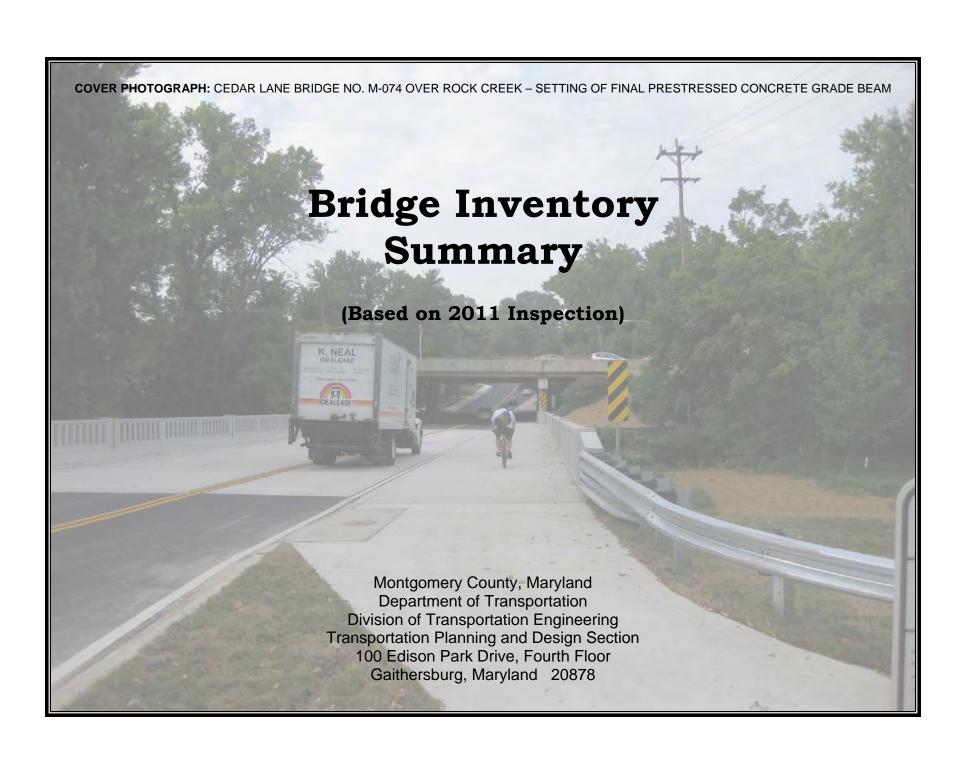
## Montgomery County Department of Transportation Division of Transportation Engineering Transportation Planning and Design Section

# ONERY COLUMN TO THE PARTY OF TH

# 2011 BRIDGE INVENTORY SUMMARY







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# STATE OF MONTGOMERY COUNTY BRIDGES Based on 2011 Inspection

#### **INTRODUCTION:**

Bridges, the key links in America's highway system, are deteriorating more rapidly than they are being repaired, rehabilitated, or replaced. According to the Bridge Maintenance Training Manual published by the U.S. Department of Transportation, Federal Highway Administration in 1994 (FHWA-HI-94-034), of the roughly half million highway bridges in the U.S., more than 200,000 are deficient. More than 130,000 bridges are posted for restricted weight, and about 5,000 are closed. Every year, on average, between 150 and 200 spans suffer partial or complete collapse.

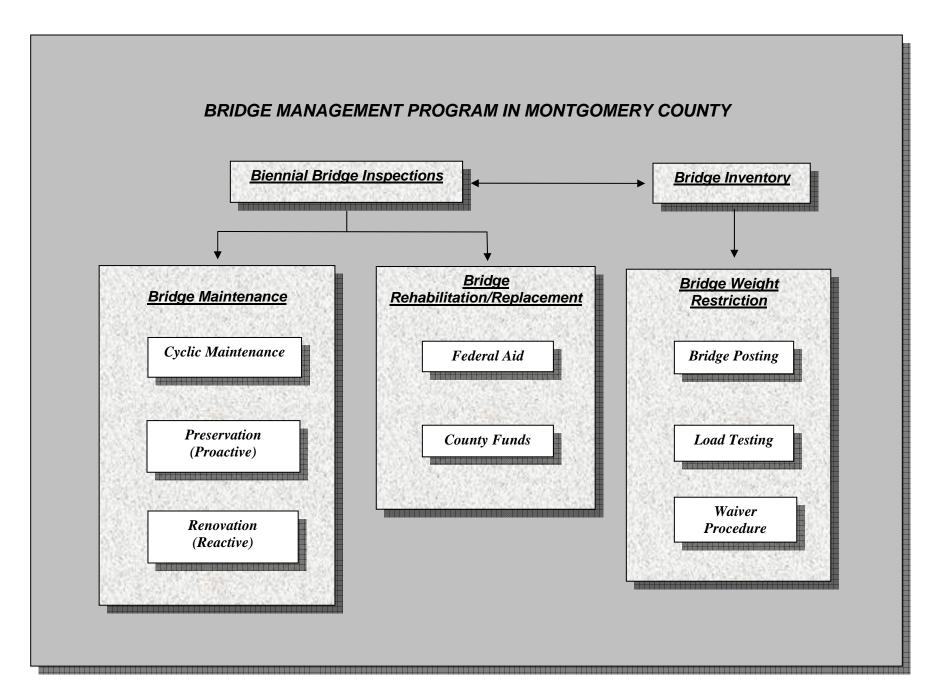
The problem is often a result of inadequate maintenance and funding. Damage resulting from salt-contaminated debris buildup, plugged drain pipes, leaky joints, and failed paint systems accelerate deterioration and compound repair requirements year after year. If left unrepaired, the damage ultimately imposes either a severe limitation on the operational capabilities of the structure or significant additional repair costs at a later date. Our experience in Montgomery County, Maryland has shown that in some cases the delay of repairing/rehabilitating a structure by one year - due to funding constraints - has escalated costs significantly.

It is essential that structures not classified as deficient be included in a systematic maintenance program. This practice precludes the possibility of premature replacement or rehabilitation. A bridge management program is a viable solution; the longer it is delayed, the worse the bridge situation will become.

#### BRIDGE MANAGEMENT PROGRAM IN MONTGOMERY COUNTY:

Montgomery County Department of Transportation (DOT) has a systematic approach to bridge maintenance that has led the County to a planned procedure of performing routine major or minor maintenance on all bridges. Our approach eliminates the practice of doing nothing until emergency work is required.

The bridge program in Montgomery County is managed by the Division of Transportation Engineering. The program is based on the National Bridge Inspection (NBI) Program and has five major components: **Biennial Bridge Inspections**; **Bridge Inventory**; **Bridge Maintenance**; **Bridge Rehabilitation/Replacement**; and **Bridge Weight Restriction**.



#### A. Biennial Bridge Inspections:

The 1968 Federal-Aid Highway Act established the National Bridge Inspection (NBI) Program, which required the states to inventory and inspect all structures on the Federal Aid system. Congress later expanded the inspection program to include all bridges on public roads that are off the Federal Aid system as well. The Condition Inspection, as the name implies, provides information on the current condition of the bridges and is fundamental in establishing the structural integrity and serviceability of a bridge. Deterioration of components or the adequacy of the structure, including the approaches and traffic safety features, can only be determined by a thorough Condition Inspection.

Montgomery County Department of Transportation has been inspecting its bridges since 1972. Currently, 352 highway bridges are included into the County's Bridge Inventory. Of these 352 bridges, 219 are defined as **long span** whose clear roadway length carried by the structure is greater than 20 feet. The remaining 133 are defined as **short span** whose clear roadway length carried by the structure is greater than 6 feet but less than or equal to 20 feet.

The costs for the inspection of long span bridges are covered by Federal Aid for bridges. The County funds the inspection of all the short span bridges. Thirty-one of the 352 bridges inspected by the County are owned and maintained by various municipalities within the County. Twenty of the 352 bridges inspected by the County are owned by the Maryland-National Capital Park and Planning Commission and maintained by the County. The maintenance costs outlined in this report do not include the maintenance costs related to the bridges owned by municipalities. The above bridges do not include the thirty-eight pedestrian structures owned by the County. The County's pedestrian structures are inspected and maintained at the County's expense.

The inspection cycle is 2 years for long span highway bridges, and 4 years for short span highway bridges and pedestrian structures due to the limit of the County funds. Short span highway bridges and pedestrian structures are together divided into two groups and inspected alternately every other biennial cycle. Exception is made to ten pedestrian structures spanning over a highway or railroad, and one pedestrian structure supporting a railroad. These pedestrian structures will be inspected biennially.

#### B. Bridge Inventory:

The Bridge Inspection is complementary to the Inventory. The 2011 Bridge Inventory Summary provides a count and state of the County's bridges based on the federally mandated structure inventory and appraisal requirements. These requirements provide the needed data in developing the bridge maintenance management program in the County.

#### C. Bridge Maintenance:

At the foundation of any good bridge maintenance program is an inventory of maintained bridges, including accurate information on the maintenance procedures. Many bridges exist that are currently classified as deficient either structurally or functionally. Montgomery County currently has 57 bridges that are weight restricted and 32 bridges that are considered as one-lane bridges (clear roadway width of 17 feet or less). Maintenance cannot improve bridges that are functionally deficient

since this implies dimensional or geometric problems. Functionally deficient structures are replaced or rehabilitated under the County's Federal Aid bridge replacement and rehabilitation program or County Funding.

Many structurally deficient bridges have reached this condition due to factors such as increased live loadings, heavy salt applications, lack of proper periodic maintenance, and unanticipated events (flooding, accidents, etc.). Damage resulting from plugged scuppers and drains, leaky joints, rutted wearing surfaces, and peeled paint accelerate deterioration and compound repair requirements year after year. If left unrepaired, the damage ultimately imposes a severe limitation on the operational capabilities of the structure.

Montgomery County includes the Bridge Maintenance activities in the following three groups: I - maintenance performed at specified intervals referred to as *Cyclic Maintenance*, II – preventive maintenance performed to preserve bridge components referred to as *Preservation (Proactive)*, III - maintenance performed as needed based on the biennial bridge inspections referred to as *Renovation (Reactive)*.

#### I. Cyclic Maintenance:

This includes systematic scheduled maintenance of the County's bridges. The interval varies according to the type of work or activity. This work is done by the Division of Highway Services, and is independent of the bridge inspection program managed by the Division of Transportation Engineering. Examples of these activities include such tasks as: cleaning decks, beam seats, and salt splash zones; cleaning drainage systems; cleaning expansion joints; cleaning and lubricating expansion bearing assemblies; removing debris from the stream; removing vegetation to clear bridge structures, and sealing concrete decks or substructure elements.

A list of scour critical bridges will be provided to the Division of Highway Services after all the inspections of each biennial inspection cycle are complete. The Division's highway service team will inspect those bridges susceptible to flooding after flood events, and repair flood damages including undermining and debris. The highway service will provide the Division of Transportation Engineering with inspection and maintenance records for this work.

#### II. Preservation (Proactive):

Preventive Maintenance, commonly referred to as "PM" is the maintenance performed to preserve bridge components. Under ideal circumstances, PM is performed to keep bridges in good condition. Montgomery County's goal is to keep the condition rating of our bridges at "5" or better on a scale from 0 to 9. For the definition of Condition Rating, please refer to the GUIDE FOR READING THE BRIDGE INVENTORY SUMMARY (Item 13) of this publication. A good protective painting program inhibits corrosion and extends the life of any steel structure. The expected life cycle of a coating system is 15 years. In year 1998, the County initiated a preventive maintenance program for its steel beam or truss bridges. In every biennial bridge inspection cycle, bridges will be inspected for painting condition and prioritized for two annual paint repair contracts in the two following years. The County currently owns 115 steel beam or truss highway bridges and 27 steel beam or truss pedestrian bridges. In fiscal year 2003, the County started its first annual paint repair contract. 57 of the 102 highway bridges and 7 of the 27

pedestrian bridges have been repainted under this program since then. Based on the approved funding for this program for fiscal years 2013 through 2016, approximately 8 bridges will be repainted under each annual paint repair contract in these years.

#### III. Renovation (Reactive):

This group of maintenance activities is performed when a need is identified by the Federal Biennial Inspection. After completion of each biennial bridge inspection, a list is prepared of the bridges that need rehabilitation beyond the extent of Cyclic Maintenance to assure their safe and continuous use as components of the transportation infrastructure. The types of work identified are: deck replacement with corrugated metal planking or laminated wood, replacement of superstructure beams, replacement of bearing devices, and replacement of concrete backwalls or wingwalls. The associated cost for these repairs is usually greater than or equal to \$20,000 per bridge. Using this methodology, after the 2011 inspection cycle, 122 structures are in need of bridge renovation, with a total cost estimated at \$7,520,000 to complete.

Most of the bridge renovation program repair work is performed by the County's specialized bridge crews whose usual sole function is bridge repair. With the technical advice from Transportation Engineering staff, the highly experienced bridge crews work from sketches and/or verbal direction, which saves significant amounts of time and money. Contractors are hired only to perform the repair work that is beyond the resources of the County's bridge crews.

The photographs shown on pages 6 and 7 depict typical deficiencies on different bridges, which are addressed through our Bridge Renovation program. Failure to make these repairs can lead to much higher costs for bridge rehabilitation or replacement.



FLOOR BEAM TIMBER DECAY



PAVEMENT SPALLING AND LOOSE CORRUGATED
METAL DECK PLANKS



HOLES THROUGH CONCRETE DECK



FAILED PIPE CULVERT



OPEN JOINT OF CORRUGATED METAL CULVERT



DAMAGED BRIDGE RAILING



SPALLED AND DETERIORATED CONCRETE AT CONCRETE ABUTMENT



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#### D. <u>Bridge Rehabilitation/Replacement:</u>

Under this program, replacement or major rehabilitation of the County's bridges is implemented for those structures that are functionally obsolete or structurally deficient beyond maintenance. Based on sources of funding, the bridges under this program have been divided into the following two groups:

#### I. Federal Aid:

Starting from 1980, each year, Federal Aid Programs provide funding to support local governments for highway, highway safety, transit and other surface transportation programs. There are two factors required to make a bridge eligible for federal funding: 1) clear span greater than 20 feet and 2) the sufficiency rating equal to or less than 80 for major rehabilitation and equal to or less than 50 for total replacement. For the definition of Sufficiency Rating, please refer to the GUIDE FOR READING THE BRIDGE INVENTORY SUMMARY (Item 8) of this publication. Currently, there are seven projects in the approved CIP that are partially funded by the Federal Aid. They are:

Bridge No.	Roadway Name	Crossing	Sufficiency Rating (%)	Status	Construction Start (FY)	Estimated Total Cost (\$000)
M-021	Piney Meetinghouse Road	Watts Branch	48.8	Preliminary Design	13	1,750
M-096	Gold Mine Road	Hawlings River	40.3	Preliminary Design	14	4,160
M-353	Elmhirst Parkway	Rock Creek Tributary	39.8	Preliminary Design	14	2,000
MPK-03	Park Valley Road	Sligo Creek	48.6	Preliminary Design	15	3,000
M-111	Valley Road	Booze Creek	65.7	Preliminary Design	15	1,500
M-064	Brink Road	Great Seneca Creek	56.8	Planning Stage	To be Determined	To be Determined
MPK-24	Beach Drive	Silver Creek	49.2	Planning Stage	To be Determined	To be Determined

#### **II. County Funds:**

Short span bridges do not qualify for Federal Funding; therefore the County Council approves funding for major bridge rehabilitation and replacement of the short span bridges. The current CIP includes the following two projects:

Bridge No.	Roadway Name	Crossing	Sufficiency Rating (%)	Status	Construction Start (FY)	Estimated Total Cost (\$000)
M-187	Whites Ferry	Broad Run Tributary	51.4	Final Design	14	1,500
M-189	Whites Ferry	Broad Run Tributary	9.5	Final Design	14	1,500

#### E. Bridge Weight Restriction:

After each cycle of biennial bridge inspections, under the Bridge Inventory program, the County carefully evaluates the live load capacity (rating) for each bridge based on the condition of the structural components and their foundations and determines the weight restriction limits, if necessary. The approach used for determining the rating and the weight restriction limits of a bridge is described in the GUIDE FOR READING THE BRIDGE INVENTORY SUMMARY (Items 4 and 5) of this publication. Bridge Postings and the Waiver Procedure are the steps that the County follows to impose weight restrictions for bridges.

#### I. Bridge Postings:

Bridge posting for weight restriction is part of a continuing effort in the County to extend the useful life of structurally deficient bridges and to safeguard the motoring public until the renovations or replacements can be implemented. Vehicles which have a gross weight exceeding a bridge's posted limit should not cross that bridge unless a permit is issued by the Montgomery County Department of Transportation (DOT) through the County's waiver procedure.

At the end of each cycle of biennial inspections, a Bridge Inventory Summary, including all the newly posted bridges with their weight limits, is sent to school transportation officials, public transit authorities, fire & rescue units, police, and other requestors. We request that these agencies detour vehicles which have a gross weight exceeding the bridges' posted limits or submit a request for waiver to DOT for evaluation if a detour is not feasible.

Weight restriction violations can result in a shorter service life for bridges whose operational capability is already limited and can even jeopardize structural integrity, potentially endangering the traveling public. The County is striving to remove all weight restriction postings on its bridges in the next few years by either replacing or rehabilitating the posted bridges so the bridges can safely carry all legal loads allowed in the State of Maryland.

#### II. Load Testing:

In order to minimize the numbers of bridges that require posting for weight restrictions, a Load Testing Program was conducted since 2005. Actual truck loads with various combinations of truck positions were applied to selected weight-restricted bridges. Strain gauges were attached to the beams of bridges to measure actual strain and stress. This provides more accurate live load distribution factors than those in AASHTO Standard Specifications, and may possibly increase the ratings of bridges and eliminate weight restriction. Six posted bridges were tested in 2005. The ratings of these bridges were increased, and exceed Maryland Legal Load Trucks. As a result of that, all the six tested bridges no longer require weight restriction. DOT will continue to carefully select appropriate candidates for future load testing.

#### III. Waiver Procedure:

A waiver can be initiated by submitting a written request to DOT for the attention of Mr. Barry Fuss, via mail, fax or email, at least three weeks before the anticipated crossing.

Barry Fuss, Bridge Program Manager
Montgomery County Department of Transportation
Division of Transportation Engineering
Transportation Planning and Design Section
100 Edison Park Drive, 4<sup>th</sup> Floor
Gaithersburg, Maryland 20878
Tel: 240-777-7261 Fax: 240-777-7277

Tel: 240-777-7261 Fax: 240-777-7277 barry.fuss@montgomerycountymd.gov

The request must clearly describe the ownership, registration state and number, type of vehicle, gross weight of the vehicle, number of axles, spacing between the axles, gross load on each axle, and the date and number of times for the crossing. Insufficient information may result in a delay of the waiver determination.

Upon the receipt of the waiver request, the DOT will perform a structural evaluation or hire an engineering consultant to perform structural analysis and inspect the bridge before and after the crossing if necessary to assure the vehicle safety and the bridge integrity. This will determine if a waiver can be granted. The DOT may deny a request based on safety concerns or issue a waiver for a limited time frame subject to special requirements such as loading limits, operating speed, etc. The applicant is responsible for 100 percent of the consultant's costs if ever needed. In such a case, the County will request the consultant to prepare a cost proposal and forward the proposal to the applicant for concurrence. Upon receipt of the applicant's concurrence, the consultant will start the necessary work immediately. The payment for the consultant's cost will be made by the applicant to the consultant directly.





**AFTER PAINTING** 

Bridge No. M-0191-3&4 - Shady Grove Road over CSXT Railroad



**BEFORE PAINTING** 



**AFTER PAINTING** 

Bridge No. M-078 – Spring Street over CSXT Railroad and WMATA





BEFORE APPROACH ROADWAY REPAIRS



DURING APPROACH ROADWAY REPAIRS



AFTER APPROACH ROADWAY REPAIRS

<u>Bridge No. M-0030 – Montevideo Road over Dry Seneca Creek – Wing Wall</u> **Reconstruction and Approach Roadway Repair** 





**BEFORE WIDENING** 

**DURING CONSTRUCTION** 



AFTER WIDENING

Bridge No. M-0354 – Valleywood Drive over Joseph's Branch – Sidewalk Widening



**BEFORE RAILING RECONSTRUCTION** 



**DURING RAILING RECONSTRUCTION** 



AFTER RAILING RECONSTRUCTION

<u>Bridge No. M-0202 – Burnt Hill Road over Trib. to Little Bennett Creek – Railing Reconstruction</u>











**BEFORE REPLACEMENT** 

**AFTER REPLACEMENT** 

Bridge No. M-0074 – Cedar Lane over Rock Creek









**BEFORE REPLACEMENT** 

AFTER REPLACEMENT

Bridge No. M-0138 – White Ground Road over Bucklodge Branch









**BEFORE REPLACEMENT** 

AFTER REPLACEMENT

<u>Bridge No. M-0009 – Clarksburg Road over Bennett Creek</u>





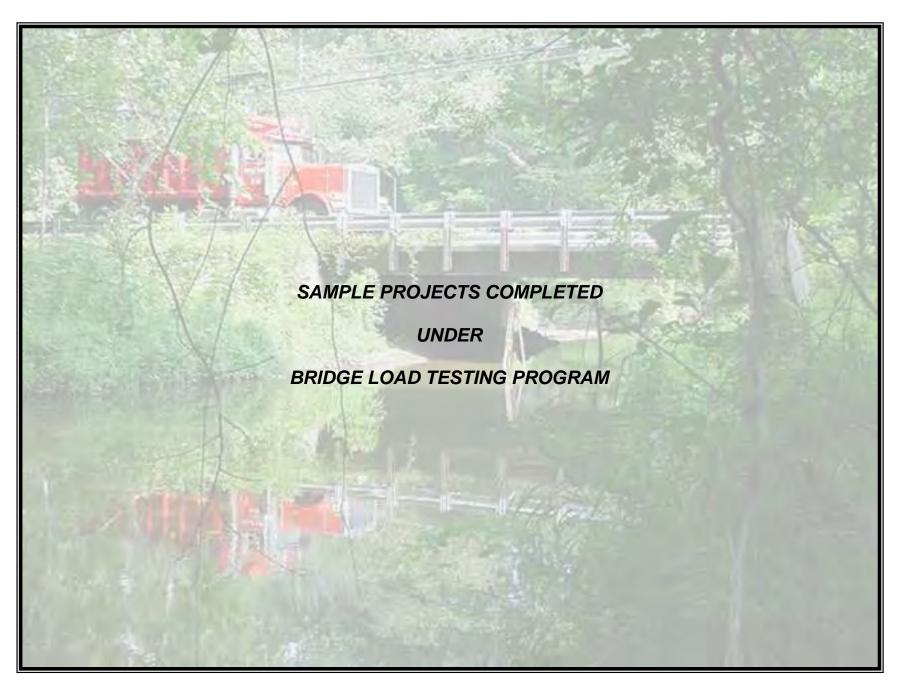




**BEFORE REHABILITATION** 

**AFTER REHABILITATION** 

Bridge No. M-0131-4 – East Gude Drive over CSXT Railroad and WMATA





STRAIN GUAGE SETUP



**SINGLE TRUCK CROSSING** 



STRAIN AND STRESS READING



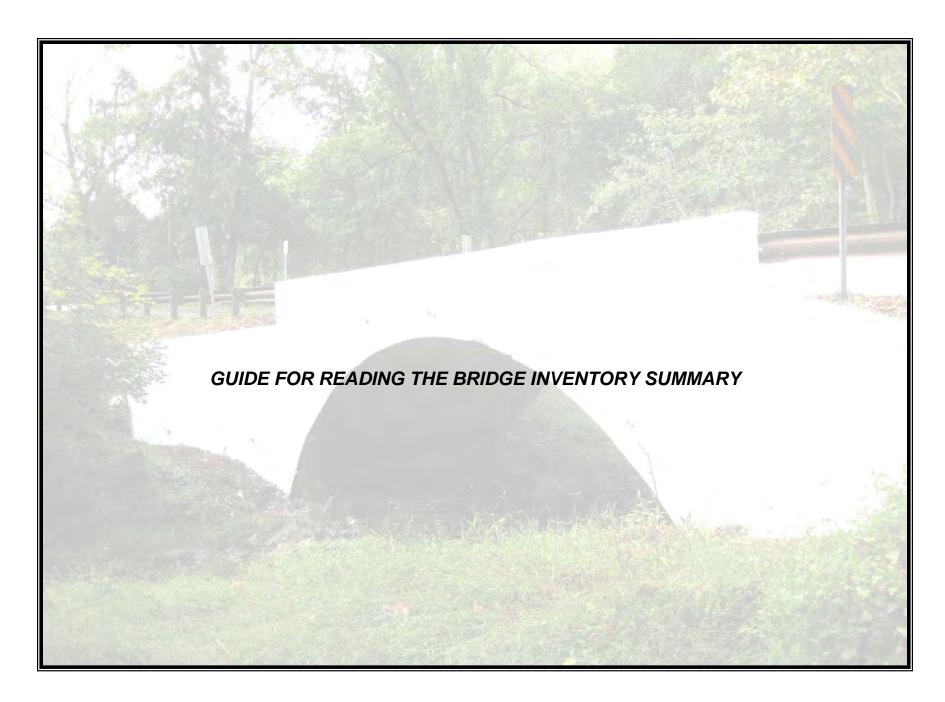
**DOUBLE TRUCK CROSSING** 

Bridge No. M-080-3/4 - Randolph Road Dual Bridges over Rock Creek - Load Testing



STA	ATISTICS COMPA	RISON BETW	EEN 2009 AN	D 2011 BRIDGE INVENTORIES
ITEMS		2009	2011	REMARKS
Total Number of Highway Bridges		334 [286-48]	352 [301-51]	Numbers include bridges owned by municipalities.
Long Span Highway E (Span Length >	209 [168-41]	219 [176-43]	<ul> <li>[301 - 51]: 301 bridges owned by the County and 51 bridges owned by municipalities.</li> <li>Nine (9) long span bridges and nine (9) short span bridges</li> </ul>	
Short Span Highway E (Span Length <	125 [118-7]	133 [125-8]	were added to the inventory in 2011. One (1) short span bridges bridge was replaced with a long span bridge.	
One-lane Highway	32 [28-4]	32 [28-4]	Six (6) bridges (M-0009B, M-0017B, M-0038B, M-0039B, M-0074 and M-0132) are no longer posted. Four (4)	
Posted Highway B	58 [47-11]	57 [46-11]	bridges (M-0043, M-0045, M-0347 and M-0354) are now posted.	
Highway Bridges with Structu	ral Condition < "5"	32 [26-6]	32 [26-6]	Six (6) bridges have joint ownership with Howard County.
Total Number of Pedestri	Total Number of Pedestrian Structures		37	<ul> <li>One (1) newly built and one (1) existing bridge was added into the inventory. One (1) bridge removed from inventory.</li> <li>Four (4) bridges owned by MNCPPC and two (2) bridges owned by Division of Traffic and Parking Services.</li> </ul>
Bridges Need Paint Repair	Number of Bridges	3	11	<ul> <li>2009 costs included CSXT and WMATA flagging costs.</li> <li>Visual inspections only. Estimates are for painting work only</li> </ul>
bridges Need Faint Nepali	Estimated Costs	\$1,100,000	\$600,000	and do not include associated costs such as MOT, debris cleaning, mobilization, etc.
Backlog for Renovation	Number of Bridges	114	122	Only bridges that need repair at least \$20,000 are included.
Duolling for Norlovalion	Estimated Costs	\$5,857,000	\$7,520,000	Only bridges that hood repair at loadt \$20,000 are moladed.
	Highway Bridges with		73(L)	Long span bridges (L) are eligible for federal funding for
80% > Bridge Sufficiency Rating > 50%		34(S)	34(S)	major rehabilitation.
Highway Bridges with		16(L)	14 (L)	Long span bridges (L) are eligible for federal funding for total
Bridge Šufficiency Rat	ing < 50%	7(S)	8(S)	replacement.
Highway Bridges under Federal Aid for	Number of Bridges	4	5	Costs are for design and construction.
Rehabilitation/Replacement	Estimated Costs	\$12,095,000	\$14,460,000	Five (5) bridges under design.
Highway Bridges under County Funds for	Number of Bridges	4	2	Costs are for design and construction.
Rehabilitation/Replacement	Estimated Costs	\$6,1888,000	\$3,000,000	Two (2) bridges under design.

Note: Unless otherwise noted the numbers above do not include bridges owned by municipalities.



#### GUIDE FOR READING THE BRIDGE INVENTORY SUMMARY

- 1. The information contained in this report is a tabulation of the essential features of all bridges in Montgomery County. This inventory of structures has been divided into two groups based on ownership and maintenance responsibility. The first group consists of bridges located on County rights-of-way including highways and drainage ways. These bridges are owned and maintained by Montgomery County, and the bridge numbers are preceded by the letter M. The second group consists of bridges located in municipalities or parks. These bridge numbers are preceded by the following letters:
  - MG Bridges owned and maintained by the City of Gaithersburg
  - MPK Bridges owned by the Maryland-National Capital Park and Planning Commission and maintained by the Montgomery County Department of Transportation
  - MR Bridges owned and maintained by the City of Rockville
  - MT Bridges owned and maintained by the City of Takoma Park
  - MK Bridges owned and maintained by the Town of Kensington
  - MS Bridges owned and maintained by the Town of Somerset
- 2. The information contained in the tabulation has been taken from a combination of sources, including: bridge plans, design analysis, field surveys, and the biennial bridge inspections all of which are filed in individual bridge folders in the Design Section of the Department of Transportation (DOT).
- 3. By federal definition, a bridge is defined as any highway structure whose length (clear span) is a minimum of 20 feet. Bridge numbers that are followed by a suffix letter designate structures that are not typical bridge structures. The suffix letters after the bridge numbers indicate the following types of structures.
  - C = Box Culvert
  - P = Pipe Culvert
  - R = Rigid Frame

Also, in this tabulation, bridges that have clear spans less than 20 feet in length have been included. These bridges are designated by the following suffixes after the bridge numbers:

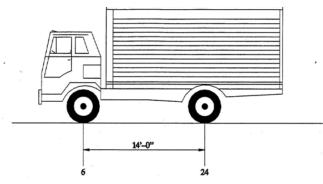
- B = Bridge
- D = Box Culvert
- Q = Pipe Culvert

- 4. Each highway bridge is rated for the live load capacity at two levels. The first or upper load level, referred to as Operating Rating, is the absolute maximum permissible load level to which the structure may be subjected. The second or lower load level, referred to as Inventory Rating, is the load level that can safely utilize an existing bridge structure for an indefinite period of time.
- 5. The bridge ratings for the above two load levels are evaluated for the four legal trucks allowed in the State of Maryland. These are:
  - H15 Truck (Single Unit Truck)
  - HS20 Truck (Combination Unit truck in two parts)
  - Type 3 (Dump Truck Single Unit Truck)
  - Type 3S2 (Combination Unit truck in two parts)

Posting (weight restriction limit) either for the single unit truck or for the combination unit truck is based on the lowest value of the inventory ratings that are less than the gross weight of the truck evaluated.

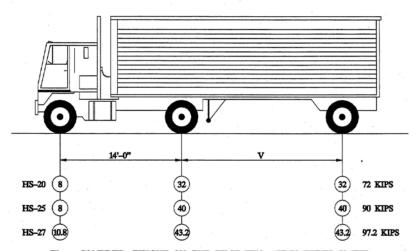
The diagrams shown in page 30 are the four legal trucks allowed in the State of Maryland.

## MARYLAND LEGAL LOAD TYPES



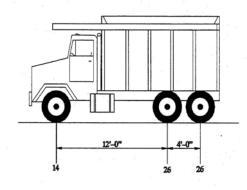
W = TOTAL WEIGHT OF TRUCK AND LOAD

#### H15 - VEHICLE WEIGHT - 30 KIPS

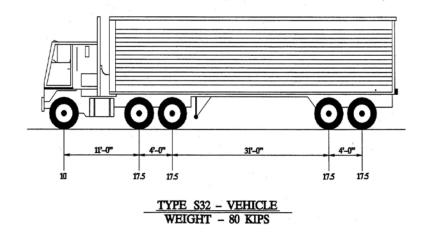


- W = COMBINED WEIGHT ON THE FIRST TWO AXLES WHICH IS THE AS FOR THE CORRESPONDING H TRUCK.
- V = VARIABLE SPACING 14 FEET TO 30 FEET INCLUSIVE. SPACING TO BE USED IS THAT WHICH PRODUCES MAXIMUM STRESSES.

HS - VEHICLES



TYPE 3 - VEHICLE (DUMP TRUCK)
WEIGHT - 66 KIPS



6. The following is a list of abbreviations used in this report:

#### General:

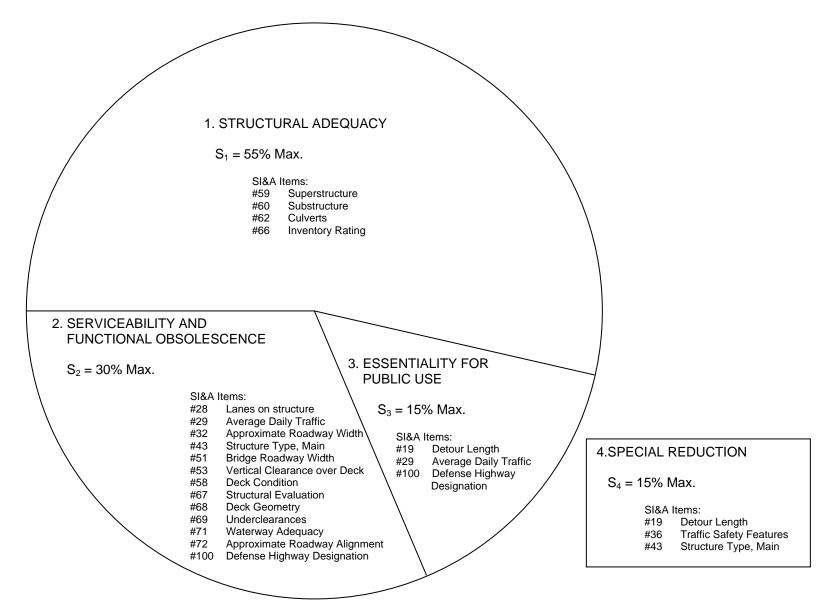
- ADT = Average Daily Traffic Volume
- BSR = Bridge Sufficiency Rating
- SI&A = Maryland State Highway Administration Structure Inventory and Appraisal
- UNK = Unknown

#### Structural Type:

- BC = Box culvert
- BTA = Brick Tunnel Arch
- CA = Concrete arch
- CDSBC = Concrete deck with steel beams encased in concrete
- CDSB = Concrete deck with steel beams
- CDTB = Concrete deck with concrete T-beams
- CMP = Corrugated metal pipe
- CMPA = Corrugated metal pipe arch
- CP = Concrete Pipe
- CS = Concrete slab
- FRPS = Fiber reinforced polymer slab
- MDSB = Corrugated metal deck with steel beams
- MDTST = Corrugated metal deck with through steel truss
- PCS = Prestressed concrete slab
- PCCB = Prestressed concrete channel beam
- PCBS = Prestressed concrete box slab
- PCVS = Prestressed concrete voided slab
- RCCP = Reinforced concrete culvert pipe
- RF = Reinforced concrete rigid frame
- RFC = Reinforced concrete rigid frame culvert
- SPA = Structural plate arch
- SPPA = Structural plate pipe arch
- TSB = Timber Slab Beams
- TDSB = Timber deck with steel beams
- TDTSG = Timber deck with through steel girders
- TDTST = Timber deck with through steel truss

#### Roadway Functional Classification:

- A = Arterial Road
- CA = Country Arterial Road
- CR = Country Road
- ERR = Exceptional Rustic Road
- IRR = Interim Rustic Road
- M = Major Highway
- PR = Primary Residential Road
- RR = Rustic Road
- SR = Secondary Residential Road
- 7. ADC Map Grid (5166-B-2) Numbers are taken from the Montgomery County ADC Map Grid, 41st Edition:
  - First number (5166) is the page number
  - Second number (B) column letter
  - Third number (2) row number
- 8. Bridge Sufficiency Rating Is calculated based on a method of evaluating bridge inspection data by calculating the four separate factors on page 33 to obtain a numeric value, indicative of bridge sufficiency, to remain in service.



Bridge Sufficiency Rating =  $S_1 + S_2 + S_3 - S_4$ . The result is a percentage in which 100 percent would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge. This value is calculated by the Maryland State Highway Administration's computer program for consistency.

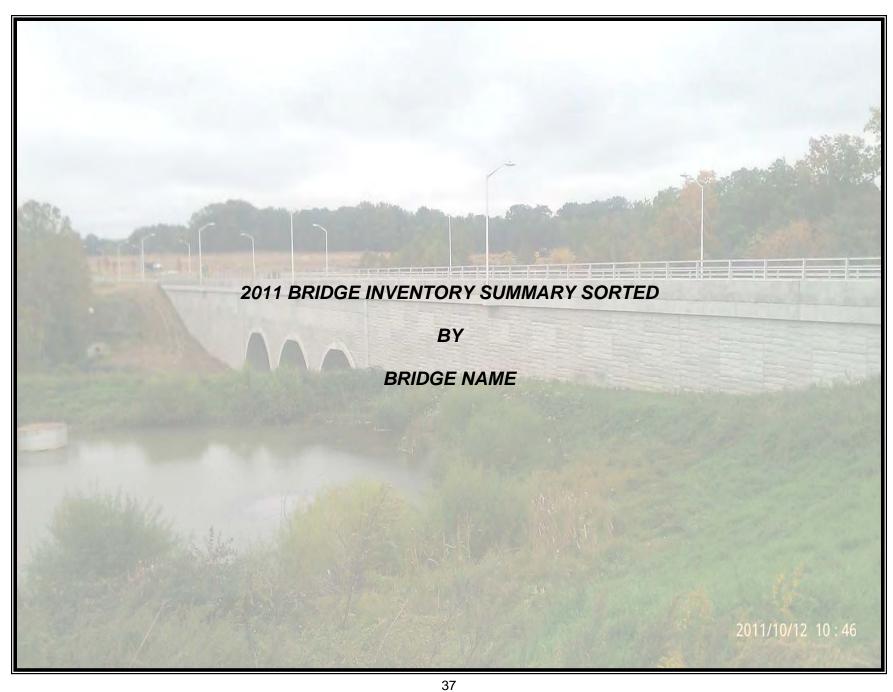
- 9. Roadway Width Clear roadway width of the structure.
- 10. Structural Length The total length of the structure. For pipes and culverts it is the length along the centerline of the culverts or pipes.
- 11. Span Length Center line of bearing to center line of bearing for the bridge. For pipes and culverts, the length is measured along the center line of the roadway between inside faces of exterior walls. The values inside the parenthesis following the span length are the clear widths of the openings of pipes or culverts.
- 12. Structural Evaluation (SI&A Item #67) The purpose of this item is to evaluate the overall condition of the structure taking into account all major structural deficiencies based on conditions of superstructure, substructure, and inventory rating. This item is coded with a 1-digit code that indicates the appraisal rating for the item. The rating ranges from 0 to 9. "9" is the superior condition, a "5" is somewhat better than minimum adequacy, to tolerate being left in place as is, 3 is intolerable, requiring high priority for corrective action, and 0 indicates the bridge is closed.
- 13. Scour Critical (SI&A Item #113) The purpose of this item is to identify existing bridges that can potentially become damaged by scour, so that appropriate measures can be taken to protect those bridges. The following is the description for the codes:
  - N Bridge not over waterway
  - 9 Bridge foundations (including piles) well above flood water elevation
  - 8P Bridge is a structure with a full length paved bottom.
  - 8L Bridge has been evaluated/assessed in the field and office as a low risk structure; no further study is planned
  - 7 Counter measures have been installed since the original construction to correct a problem with scour; bridge is no longer scour critical.
  - 6 Scour calculations/evaluation has not been made.
  - 5A Bridge foundations determined to be stable due to assessment. Streambed is determined to be within the limits of footings or piles. No scour has been found during any inspection of this bridge. The potential risk of failure during or immediately after a flood event is considered low. No actions are planned other than monitoring.
  - 5B Bridge foundations determined to be stable due to assessment of scour conditions. Streambed is determined to be within the limits of footings or piles. Scour has been found during an inspection. The potential risk of failure during or immediately after a flood event is considered to be moderate. No actions are planned other than monitoring.
  - 5C Bridge foundations determined to be stable for calculated scour condition. Streambed is determined to be within the limits of footings or piles or by calculations.
  - 4 Bridge foundations determined to be stable on the basis of a field and office scour evaluation or analysis; bridge

- inspection reveals that action is required to protect exposed piles from effects of additional erosion and corrosion.
- 3 Bridge is scour critical; bridge foundations determined to be unstable for assessed or calculated scour conditions. Scour within limits of footing or piles or scour is below spread footing base or pile tips. Monitoring is to be performed until scour countermeasures are in place.
- 2 Bridge is scour critical; field review indicates that extensive scour has occurred at a bridge foundation. Immediate action is required to provide scour countermeasures.
- 1 Bridge is scour critical; field review indicates that failure of piers/abutments is imminent. Bridge is closed to traffic.
- 0 Bridge is scour critical; bridge has failed and is closed to traffic.
- 14. Roadway Functional Classification The purpose of this item is to identify the functional classification of the roadway that a bridge carries. In Montgomery County, each roadway generally is classified in one of the following categories based on the degree to which the roadway is to provide traffic service and land service.
  - Freeway (F) provide total traffic service and no land service.
  - Major Highway (M) provide a high level of traffic service and a low level of land service. In older areas of Montgomery
    County, such as Kensington-Wheaton, roads designated as major highways also provide access to much commercial and
    residential development.
  - Arterial Road (A) provide a medium level of traffic service and a moderate level of land service. These roadways carry traffic between major highways but also provide access to local development.
  - Primary Residential Road (PR) provide a moderate level of traffic service and a medium level of land service. A primary residential road is the local traffic collector for vehicles traveling between higher level roads (arterials and major highways) and residences (many of which are located along secondary residential roads).
  - Secondary Residential Road (SR) provide a limited traffic service and a high level of land service. Secondary residential roads are not intended for use by traffic is passing through the residential community.
  - Country Arterial Road (CA) to be used in the rural area of the county instead of the arterial road classification.
  - Country Road (CR) to be used in the rural area of the county instead of the primary residential road classification.
  - Rustic Road (RR) A road within the Agriculture Reserve or adjoining rural areas (areas where the majority of zoning is RDT, RC, or rural) in Montgomery County, which enhances the rural character of the area due to its particular configuration, alignment, scenic quality, landscaping, adjacent views and historic interest, and which exemplifies the rural and agricultural landscape of the county.
  - Interim Rustic Road (IRR) Designation as a Rustic Road has been proposed, but is not officially approved.
  - Exceptional Rustic Road (ERR) having such unusual and pleasing character as its exists today that preservation of the road in its current state is highly desirable. The road has special characteristics which contribute significantly to the rural, scenic, or historic features of Montgomery County and might lose these specific characteristics if improved or widened.

The roadway functional classification provided in this publication for each roadway is for reference only and is based on the Montgomery County Master Plan of Highway dated April 2005 and the Map of Montgomery County Rustic and Exceptional

Rustic Roads Country Roads and County Arterial dated April 2004. The information following the classification is the assigned classification number. The latest Master Plans should be used to determine the current functional classification and number of a roadway.

- 15. Water Use The Maryland Department of the Environment applies distinct designated water uses for the surface waters of the State, each having a specific set of standards. Below are water uses for the surface waters in Montgomery County.
  - Use I Water Contact Recreation & Protection of Aquatic Life Waters that are suitable for: water contact sports; play and leisure time activities where the human body may come in direct contact with the surface water; fishing; the growth and propagation of fish (other than trout); other aquatic life, and wild life; agricultural water supply; and industrial water supply. The stream channel must not be disturbed during the period of March 1 through June 15 for fish spawning or migration within waterways.
  - Use I-P Water Contact Recreation, Protection of Aquatic Life, Public Water Supply Waters that suited for all uses identified in Use I and use as a public water supply. The stream channel must not be disturbed during the period of March 1 through June 15 for fish spawning or migration within waterways.
  - Use II Shellfish Harvesting Waters None in Montgomery County.
  - Use III Natural Trout Waters Waters that are suitable for the growth and propagation of trout and that are capable of supporting self sustaining trout populations and their associated food organisms. The stream channel must not be disturbed during the period of October 1 through April 30 for fish spawning or migration within waterways.
  - USE III-P Natural Trout Waters and Public Water Supply Waters that include all uses identified for Use III waters and use as a public water supply. The stream channel must not be disturbed during the period of October 1 through April 30 for fish spawning or migration within waterways.
  - Use IV Recreational Trout Waters Waters that are capable of holding or supporting adult trout for put and take fishing, and that are managed as a special fishery by periodic stocking and seasonal catching (cold or warm waters). The stream channel must not be disturbed during the period of March 1 through May 31 for fish spawning or migration within waterways.
  - Use IV-P Recreational Trout Waters and Public Water Supply Waters that include all uses identified for Use IV waters and use as a public water supply. The stream channel must not be disturbed during the period of March 1 through May 31 for fish spawning or migration within waterways.
- 16. The information contained here summarizes the content of each structure's individual inspection report. In case of conflicts in information, the information from the original report prevails.



BRIDGE NUMBER	ROADWAY NAME	CROSSING	STRUCTURAL TYPE	STRUCTURAL LENGTH (FEET)	SPAN LENGTHS (FEET)	CLEAR ROADWAY WIDTHS (FEET)	ADC STREET GRID	AVERAGE DAILY TRAFFIC (ADT)	ADT YEAR	BRIDGE SUFFICIENCY RATING	STRUCT. EVALUTION (SI&A #67)	SCOUR CRITICAL (SI&A #113)
M0238	AIRPARK ROAD	TRIB.TO ROCK CREEK	SPA	32	32	51	5048-H-6	34,850	2011	72.3	7	8L
M0170	AMBLESIDE DRIVE	WATTS BRANCH	CDSB	118	92	26	5283-H-2	2,300	2011	66.7	5	8P
M0354	ANDREW STREET	ROCK CREEK TRIBUTARY	PCCB	42	42	26	5285-K-2	650	2011	79.7	5	8P
M0301 Q	APPLE RIDGE ROAD	UNNAMED PEDESTRIAN UNDERPASS	SPPA	104	14.5	35	5047-G-1	10,000	1997	96.8	8	N
M0160 D	ASHLEY DRIVE	BOILING CREEK	BC	72	17 (8, 8)	25	5285-F-3	200	1988	99.0	7	8P
M0049	AVERY ROAD	ROCK CREEK	CDSB	150	73, 73	28	5164-K-4	4,175	2011	80.9	7	8L
M0336 D	BALTIMORE AVENUE	WILLETT BRANCH TRIBUTARY	BC	59	11	12	5407-E-7	1	2009	100.0	6	8P
M0201	BALTIMORE ROAD	ROCK CREEK	CA	59	59	21.7	5165-B-6	9,819	2010	65.7	5	5B
M0220 B	BALTIMORE ROAD	TRIB. TO ROCK CREEK	CS	14	13	18.9	5165-B-6	12,000	1993	76.5	7	6
M0008	BARNES ROAD	BENNETT CREEK	MDSB	38	34	16.5	4808-J-2	400	2011	53.1	5	5B
M0045	BARNESVILLE ROAD	LITTLE MONOCACY RIVER	CDTB	50	45	23.8	4926-F-4	1,038	2011	64.3	5	3
M0280 Q	BAUER DRIVE	TRIBUTARY TO ROCK CREEK	SPPA	92	11	35	5165-E-6	11,000	1991	99.2	6	8P
M0349 Q	BEAUMONT ROAD	TRIBUTARY TO NORTHWEST BRANCH	SPPA	78	9.5	21	5166-H-8	1,725	2011	81.8	6	8P
M0092	BEL PRE ROAD	BEL PRE CREEK	MDSB	27	20	50	5166-B-6	33,950	2011	53.0	5	5B
M0344 Q	BELLS MILL ROAD	BUCKS BRANCH	SPPA	85	16.5	48	5284-B-5	4,900	2006	82.3	7	8P
M0028	BERRYVILLE ROAD	SENECA CREEK TRIBUTARY	MDSB	33	28	13.5	5161-H-6	710	2011	68.5	5	5B
M0029 B	BERRYVILLE ROAD	SENECA CREEK TRIBUTARY	MDSB	12	11	15.8	5161-G-5	250	1988	76.6	5	7
M0006 R	BETHESDA CHURCH ROAD	BENNETT CREEK	RF	32	30	24.5	4809-A-1	3,600	2011	79.3	7	5B
	BETHESDA CHURCH ROAD	BENNETT CREEK TRIBUTARY	BC	34	9 (8)	28	4809-B-2	2,700	1993	89.8	7	8P
M0340	BEXHILL DRIVE	SILVER CREEK	SPA	23	23	26.6	5285-J-9	832	2010	83.9	6	3
	BIG WOODS ROAD	LITTLE MONOCACY RIVER	MDSB	62	56	23.4	4926-C-7	300	2011	83.2	6	5B
M0047	BLACK ROCK ROAD	GREAT SENECA CREEK	MDSB	74	39, 31	14.8	5045-K-10	300	2011	68.8	5	5B
M0310 Q	BLUNT ROAD SOUTH	GREAT SENECA CREEK TRIBUTARY	SPPA	90	14.3	24	4929-D-10	5800	1995	99.6	7	8P
M0311 D	BLUNT ROAD SOUTH	GREAT SENECA CREEK TRIBUTARY	BC	81	10	26.33	4929-G-7	5800	1995	79.4	7	8P
M0093 C	BONIFANT ROAD	NORTHWEST BRANCH	BC	112	55 (12, 12, 12)	34	5166-E-6	32,000	2011	85.0	6	8P
	BONIFANT ROAD	TRIBUTARY TO NORTHWEST BRANCH	BC	50	10 (10)	43	5166-F-5	23,000	1999	92.2	7	8P
M0304 D	BONIFANT ROAD	TRIBUTARY TO NORTHWEST BRANCH	BC	100	13 (6, 6)	70	5166-H-6	21,000	1999	85.0	7	8P
M0069	BOWIE MILL ROAD	ROCK CREEK NORTH BRANCH	MDSB	42	39	32.1	5049-D-6	17,150	2011	89.7	6	5A
<b>-</b>	BRIARDALE ROAD	MILL CREEK TRIBUTARY	CMP	110	14 (6.5, 6.5)	35,25	5048-E-9	1.000	2011	N	N	8P
M0094 C	BRIGGS CHANEY ROAD	PAINT BRANCH	BC	139	48 (15, 15, 15)	44	5167-F-6	19,300	2011	84.4	7	8P
M0095 C	BRIGGS CHANEY ROAD	LITTLE PAINT BRANCH TRIBUTARY	BC	140	41 (9, 9, 9, 9)	43.8	5167-K-10	11,650	2011	99.1	6	8P
M0108	BRIGHTON DAM ROAD	HAWLINGS RIVER	MDSB	34	28	23.7	4932-D-10	2,700	2011	63.1	5	5A
M0117	BRIGHTON DAM ROAD	REDDY BRANCH	MDSB	28	25	24	5050-C-1	2,700	2011	65.1	5	5B
M0229	BRIGHTON DAM ROAD	BRIGHTON DAM AND TRIADELPHIA RESV.	PCS	602	15 x 40'	28	4932-K-2	5,634	2011	78.8	7	8L
M00229 M0063	BRINK ROAD		PCS	49	48.5	31.2	4932-K-2 4930-A-8	9,385	2011	83.6	8	5A
M0063 M0064	BRINK ROAD	GOSHEN BRANCH GREAT SENECA CREEK	MDSB	64	48.5 58	23.5	4930-A-8 4929-H-8	13,700	2011	56.8	5	SA 8L
M0324 O	BROAD GREEN DRIVE	KILGOUR BRANCH	CMP	50		23.3	5283-H-4	100	2010	30.6 N	N N	8P
	BROOKE ROAD				12 (5,5)	23.2				-	6 6	
		HAWLINGS RIVER TRIBUTARY	MDSB	21	18		5050-G-4	562	2011	83.9		5B
	BROOKEVILLE ROAD	REDDY BRANCH	BC	32	11 (9)	23.7	5049-J-2	10,560	2011	76.3	7	8P
M0072 D	BROOKEVILLE ROAD	REDDY BRANCH	BC	39	11 (9)	27.6	5049-K-1	10,560	2011	75.4	7	8P
M0083	BROOKVILLE ROAD	CSXT RAILROAD	CDSB	124	44, 43, 37	50	5286-B-10	17,500	2011	81.7	5	N
M0313 Q	BRYANTS NURSERY ROAD	NORTHWEST BRANCH TRIBUTARY	CMP	30	11(4.5, 4.5)	18.5	5166-J-1	300	2003	99.0	7	8P
M0290 Q	BUNCHBERRY LANE	TRIBUTARY TO MUDDY BRANCH	SPPA	131	10.5	19.5	5163-A-3	500	1990	99.9	6	8P

BRIDGE NUMBER	ROADWAY NAME	CROSSING	STRUCTURAL TYPE	STRUCTURAL LENGTH (FEET)	SPAN LENGTHS (FEET)	CLEAR ROADWAY WIDTHS (FEET)	ADC STREET GRID	AVERAGE DAILY TRAFFIC (ADT)	ADT YEAR	BRIDGE SUFFICIENCY RATING	STRUCT. EVALUTION (SI&A #67)	SCOUR CRITICAL (SI&A #113)
M0112	BURNING TREE ROAD	BOOZE CREEK	PCBS	40	37	29.1	5406-H-1	1,840	2011	92.1	7	8P
M0157 B	BURNT HILL ROAD	LITTLE BENNETT CREEK	CDTB	21	19	18	4808-K-7	2,990	2011	50.0	4	5B
M0202 B	BURNT HILL ROAD	TRIB. TO LITTLE BENNETT CREEK	CS	26	19	31.2	4808-H-9	116	2011	96.9	6	5B
M0175 D	BUTLER ROAD AND CRESCENT TRAIL	WILLETT BRANCH	BC	387	17 (17)	38.7	5407-D-7	100	1999	72.9	5	8P
M0070 C	CASHELL ROAD	ROCK CREEK NORTH BRANCH TRIBUTARY	BC	70.5	27 (12, 12)	47.2	5049-F-7	5,700	2011	95.6	7	8P
M0274 Q	CASHELL ROAD	TRIB. TO ROCK CREEK NORTH BRANCH	SPPA	52	(8.2, 8.2)	24	5049-F-10	5,700	2001	98.3	6	8P
M0155	CATTAIL ROAD	DRY SENECA CREEK	MDSB	63	58	32	5044-F-7	2,250	2011	97.5	6	5B
M0234 D	CAVANAUGH DRIVE	PINEY BRANCH	BC	120	15 (7, 7)	33.4	5163-F-8	3,300	2000	99.3	6	8P
M0074	CEDAR LANE	ROCK CREEK	PCS	172	41.5, 42, 42, 41.5	34	5285-F-9	12,565	2009	73.5	8	5B
M0339 Q	CEDAR LANE	TRIBUTARY TO ROCK CREEK	SPPA	93	10.75	50	5285-E-9	16,300	2008	69.8	6	8P
	CENTERWAY ROAD	WHETSTONE E. SCHOOL PED UNDERPASS	SPPA	127	14.5	58	5047-J-3	13,000	2001	80.5	7	N
M0359 Q	CENTERWAY ROAD	TRIBUTARY TO CABIN BRANCH	SPPA	100	19 (8, 8)	48	5047-H-3	13,000	2001	N	N	8P
M0147 R	CHANDLEE MILL ROAD	JAMES CREEK	RF	38	36	46	5050-F-3	260	2011	99.0	7	8L
M0007	CLARKSBURG ROAD	BENNETT CREEK TRIBUTARY	PCS	44	40	27.4	4808-K-2	4,040	2011	80.2	8	8L
M0009	CLARKSBURG ROAD	BENNETT CREEK	PCS	30	26	30	4809-B-1	4,480	2011	69.2	8	5B
M0010	CLARKSBURG ROAD	LITTLE BENNETT CREEK	CDSB	95	90	28	4808-E-8	2,600	2011	91.3	8	8L
M0011 C	CLARKSBURG ROAD	LITTLE BENNETT CREEK TRIBUTARY	BC	36	32 (9, 9, 9)	32.1	4808-F-6	2,600	2011	98.2	7	8P
M0297 Q	CLARKSBURG ROAD	TRIBUTARY TO TEN MILE CREEK	CMP	146	6	44	4928-E-2	8,120	2010	87.0	5	8P
M0327 B	CLARKSBURG ROAD	FAHRNEY BRANCH	CA	19	19	23.4	4689-D-8	920	1990	69.5	5	5B
M0041	CLUB HOLLOW ROAD	BROAD RUN	MDSB	29	26	21.5	5043-H-9	405	2011	69.7	5	5B
M0296 B	COMUS ROAD	TRIBUTARY TO LITTLE MONOCACY RIVER	CS	10	12.6	25	4927-B-1	550	1990	78.3	5	5C
M0302 B	COMUS ROAD	TRIBUTARY TO LITTLE MONOCACY RIVER	CS	12	11	22	4806-K-10	550	1990	55.6	4	5B
M0205	CRABBS BRANCH WAY	METRO ACCESS ROAD	CDSB	202	84,113	50	5164-E-1	40,027	2011	70.6	6	N
M0207 C	CRABBS BRANCH WAY	CRABBS CREEK	BC	112	32 (10, 10, 10)	50	5164-E-1	40,250	2011	74.0	6	8P
M0245 Q	DANVILLE DRIVE	CABIN JOHN CREEK TRIBUTARY	SPPA	70	15.3 (15.3)	26.3	5284-J-3	100	1999	89.0	5	8P
M0347	DAYTON STREET	TRIBUTARY TO SLIGO CREEK	CDTB	26	24.2	44.7	5286-C-6	783	2010	99.8	6	8P
M0334	DECOVERLY DRIVE	TRIBUTARY TO MUDDY BRANCH	CA	36	36	29	5163-H-3	5,630	2011	79.9	7	8L
M0144 C	DEMOCRACY BLVD	CABIN JOHN CREEK	RFC	136	41 (13, 13, 13)	48, 36	5284-E-7	29,000	2011	82.4	6	5B
	DEMOCRACY BLVD	BUCK BRANCH TRIBUTARY	CMPA	89	29 (8.5, 8.5)	32	5284-B-7	13,800	2011	84.2	5	8P
M0240 C	DEMOCRACY BLVD	BUCK BRANCH	BC	98	47 (10, 10, 10)	32	5284-C-7	13,800	2011	96.1	6	8P
	DENNIS AVENUE	SLIGO CREEK	PCBS	72	68	36.5	5286-F-7	10,100	2011	96.4	8	7
M0194	DENNIS AVENUE	SLIGO CREEK TRIBUTARY	PCVS	34	30	36	5286-D-6	13,795	2011	79.3	5	8P
M0254 C	DORSET AVENUE	WILLETT BRANCH	BC	50	24 (11, 11)	23	5407-D-6	1,990	2011	99,9	7	8P
	DRIVEWAY OFF RIVER ROAD	WILLETT BRANCH	BC	60	17 (17)	20	5407-C-6	100	1988	91.3	6	8P
	DUFIEF DRIVE	TRIBUTARY TO MUDDY BRANCH	SPPA	93	12.7	29	5163-E-4	2,700	1990	91.9	6	8P
	DUFIEF MILL ROAD	RICH BRANCH	SPPA	88	12	44	5163-C-6	7,500	2006	99.0	6	8P
	DUFIEF MILL ROAD	TRIBUTARY TO MUDDY BRANCH	BC	72	10	24	5163-D-4	10,500	2006	99.0	7	8P
M0338 D M0132	EAST DEER PARK DRIVE	CSXT RAILROAD	TDSB	85	24, 36, 24	20.8	5048-B-9	6,550	2000	61.1	5	or N
M0132 M0131-3	EAST GUDE DRIVE (EASTBOUND)	CSXT RAILROAD and WMATA METRO	CDSB	159	24, 36, 24 77, 77	38	5164-E-3	21,000	2011	73.8	7	N N
M0131-3 M0131-4	EAST GUDE DRIVE (EASTBOUND)  EAST GUDE DRIVE (WESTBOUND)	CSXT RAILROAD and WMATA METRO CSXT RAILROAD and WMATA METRO	CDSB	189	34, 55, 58, 35	38	5164-E-3	21,000	2001	46.2	4	N N
	` '		PCBS		34, 55, 58, 35	48	ļ	21,000			7	5B
M0090	EAST RANDOLPH ROAD	PAINT BRANCH		96			5167-D-10		2011	80.0		
	EAST RANDOLPH ROAD	UPPER HOLLYWOOD BRANCH	SPA	16	16	49, 37.1	5167-A-8	38,100	2011	92.5	6	5B
M0273 D	EAST RANDOLPH ROAD	TRIBUTARY TO PAINT BRANCH	BC	156	9	58	5167-D-10	23,000	1997	92.1	8	8P
M0358	EDISON PARK DRIVE	TRUCK LOADING DOCK	CS	142	22, 5x20, 22	56.1	5163-C-2	125	2011	100.0	8	N
M0106	EDNOR ROAD	NORTHWEST BRANCH	PCVS	42	39	40	5050-G-10	20,000	2011	88.8	7	5B

BRIDGE NUMBER	ROADWAY NAME	CROSSING	STRUCTURAL TYPE	STRUCTURAL LENGTH (FEET)	SPAN LENGTHS (FEET)	CLEAR ROADWAY WIDTHS (FEET)	ADC STREET GRID	AVERAGE DAILY TRAFFIC (ADT)	ADT YEAR	BRIDGE SUFFICIENCY RATING	STRUCT. EVALUTION (SI&A #67)	SCOUR CRITICAL (SI&A #113)
M0196	EDNOR ROAD	PATUXENT RIVER	CDSB	210	64, 80, 64	32	5051-F-7			63.9	5	8L
M0181 C	EDWARDS FERRY ROAD	BROAD RUN	BC	26	23 (11, 11)	24	5043-H-7	270	2011	88.6	6	8P
M0282 Q	ELIZABETH STREET	TRIBUTARY TO ROCK CREEK	SPPA	99	13.2	25	5165-H-9	100	1999	99.0	6	8P
M0353	ELMHIRST PARKWAY	ROCK CREEK TRIBUTARY	SPA	20	20 (16)	39	5285-E-9	646	2010	39.8	2	4
M0025	ESWORTHY ROAD	MUDDY BRANCH	CDSB	88	84	26	5162-E-9	3,440	2011	80.3	7	5C
M0091	FAIRLAND ROAD	PAINT BRANCH	CDSB	124	58, 58	30	5167-D-8	16,000	2011	69.4	6	5A
M0294 B	FALLS ROAD	TRIBUTARY TO POTOMAC RIVER	CS	6	9.3	24	5283-E-9	16,500	1990	58.3	5	5A
M0295 B	FALLS ROAD	TRIBUTARY TO POTOMAC RIVER	CS	11	9	37	5283-F-8	18,750	2011	78.6	5	8P
M0250-3	FATHER HURLEY BLVD (EASTBOUND)	FUTURE CENTURY BLVD	CDSB	188	102, 82	38.5	4928-H-9	19,200	2011	77.1	7	N
M0250-4	FATHER HURLEY BLVD (WESTBOUND)	FUTURE CENTURY BLVD	CDSB	188	102, 82	51	4928-H-9	19,175	2011	79.2	7	N
M0251-3	FATHER HURLEY BLVD (EASTBOUND)	I-270	CDSB	322	160, 157	50	4928-H-9	19,200	2011	80.2	7	N
M0251-4	FATHER HURLEY BLVD (WESTBOUND)	I-270	CDSB	322	160, 157	50	4928-H-9	19,165	2011	80.2	7	N
M0253 P	FATHER HURLEY BOULEVARD	TRIB. TO LITTLE SENECA CREEK	SPPA	390	45 (15, 15)	72	4928-H-9	39,500	2011	81.4	8	8P
M0284 Q	FATHER HURLEY BOULEVARD	LITTLE SENECA CREEK	SPPA	215	18	26	5046-E-3	500	1999	99.9	7	8P
M0341	FATHER HURLEY BOULEVARD	CSXT RAILROAD	CDSB	91	91	26	5046-E-2	500	2011	81.0	8	N
M0351	FDA BOULEVARD	TRIBUTARY TO PAINT BRANCH	CA	136	40, 40, 40	50	5287-G-3	10,000	2011	63.0	7	5C
M0225 C	FOREST GLEN ROAD	SLIGO CREEK	BC	46	31 (14, 14)	44	5286-E-8	11,000	2011	96.5	6	8P
M0239 D	FOUNDERS WAY	WILDCAT BRANCH TRIBUTARY	BC	106	13 (6, 6)	22	4929-F-2	4,000	1990	99.4	7	8P
M0224	GAME PRESERVE ROAD	TRIB. TO GREAT SENECA CREEK	SPA	29	28	26	5047-D-4	1,850	2011	66.8	6	5B
M0352	GARRETT PARK ROAD	ROCK CREEK	CDSB	154	39, 76, 34	24	5285-F-4	9,250	2011	49.2	4	8L
M0308 Q	GERMANTOWN ROAD	GREAT SENECA CREEK TRIBUTARY	CMP	469	16	38	4929-D-10	11,000	2002	84.0	6	8P
M0309 Q	GERMANTOWN ROAD	GREAT SENECA CREEK TRIBUTARY	CMP	239	8.5	38	4929-D-10	11,000	2002	84.0	7	8P
M0016	GLEN MILL ROAD	PINEY BRANCH	MDSB	29	27	31.6	5283-F-2	4,065	2011	92.7	6	5A
M0017 B	GLEN MILL ROAD	PINEY BRANCH	MDSB	21	18	27	5163-G-10	3,928	2011	67.5	5	5B
M0013	GLEN ROAD	KILGOUR BRANCH	MDSB	28	27	19.3	5283-F-3	5,990	2011	48.8	4	5B
M0014	GLEN ROAD	WATTS BRANCH	MDSB	40	37	14.5	5283-F-3	8,000	2011	58.9	5	5B
M0015	GLEN ROAD	PINEY BRANCH	CDTB	26	22	19.9	5283-D-3	4,400	2011	19.9	3	3
M0148 B	GLEN ROAD	SANDY BRANCH	CS	12	10	21.7	5162-K-10	2,280	2011	54.1	4	8P
M0149 B	GLEN ROAD	GREENBRIAR BRANCH	CS	16	14	22.7	5283-A-1	2,280	2011	43.3	3	7
M0096	GOLD MINE ROAD	HAWLINGS RIVER	MDSB	33	30	15.6	5050-E-2	2,377	2010	40.3	4	5B
M0249 P	GOLDLEAF DRIVE	MINNEHAHA BRANCH	CMPA	61	35 (3x11.5')	26	5406-K-5	700	2011	89.0	7	8P
M0118 Q	GOOD HOPE ROAD	PAINT BRANCH TRIBUTARY	SPPA	82	16 (16)	32	5167-A-6	14,000	2001	99.0	7	8P
M0182 B	GOOD HOPE ROAD	PAINT BRANCH	CS	17	11	20.6	5167-D-4	9,570	2011	52.9	4	8P
M0059	GOSHEN ROAD	WHETSTONE RUN	SPA	130	55 (25, 25)	68.5	5047-K-5	22,590	2011	72.7	6	5B
M0060	GOSHEN ROAD	WHETSTONE RUN TRIBUTARY	MDSB	24	22	24.3	5047-K-5	22,992	2011	67.7	6	8P
M0061	GOSHEN ROAD	CABIN BRANCH	CDSB	54	49	27.4	5047-K-3	20,000	2011	79.1	7	5C
M0180 C	GREENTREE ROAD	BOOZE CREEK	BC	38	25 (12, 12)	36.3	5284-K-10	10,175	2011	81.3	5	8P
M0116	GREENWAY DRIVE	LITTLE FALLS BRANCH TRIBUTARY	CS	27	25 (13, 13)	26	5407-E-7	835	2011	63.9	5	8P
M0119 B	GREGG ROAD	HAWLINGS RIVER TRIBUTARY	MDSB	22	18	17.8	4931-K-9	390	2011	91.8	6	5B
M0293 Q	GREY FOX ROAD	TRIBUTARY TO PINEY BRANCH	CMPA	157	11.5 (6.5)	22	5283-F-1	2,000	1999	80.8	7	8P
M0120	GRIFFITH ROAD	HAWLINGS RIVER	CA	25	25	15	4931-C-4	250	2011	47.8	5	8P
M0046 M0097	HARRIS ROAD WEST HAVILAND MILL ROAD	LITTLE MONOCACY RIVER PATUXENT RIVER	CDSB MDSB	27 78	25 37, 37	20.4	4926-G-3	135	2011	63.9	5	5B 5B
					,	26	5050-K-2	900	2011	48.6		
M0098	HAVILAND MILL ROAD	HAWLINGS RIVER	CA	40	40	16.3	5050-J-2	800	2011	75.0	5	5A
M0129	HAWKINS CREAMERY ROAD	GREAT SENECA CREEK	MDSB	31	29	30	4810-D-10	500	2011	95.9	6	8L

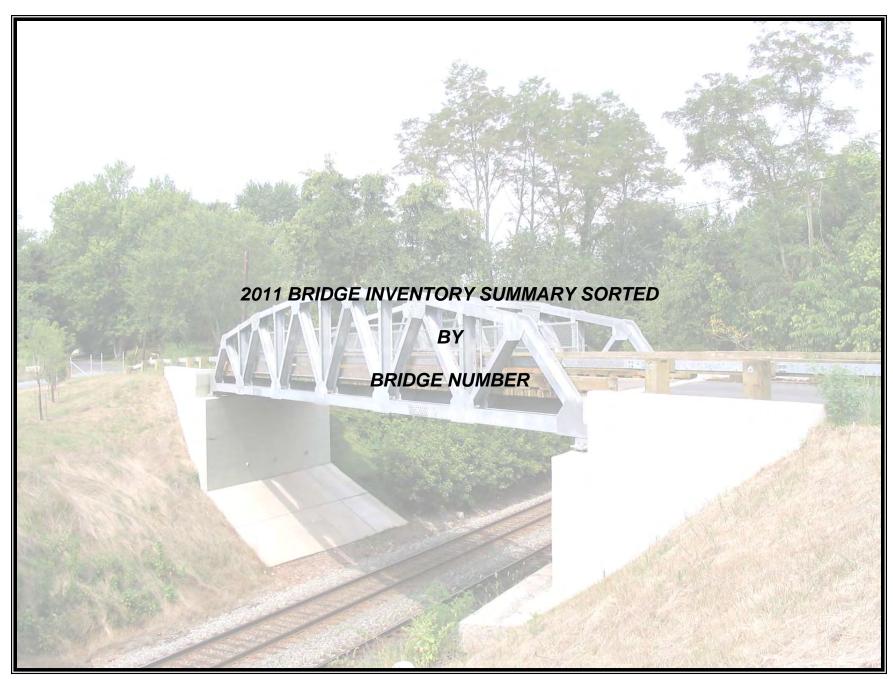
BRIDGE NUMBER	ROADWAY NAME	CROSSING	STRUCTURAL TYPE	STRUCTURAL LENGTH (FEET)	SPAN LENGTHS (FEET)	CLEAR ROADWAY WIDTHS (FEET)	ADC STREET GRID	AVERAGE DAILY TRAFFIC (ADT)	ADT YEAR	BRIDGE SUFFICIENCY RATING	STRUCT. EVALUTION (SI&A #67)	SCOUR CRITICAL (SI&A #113)
M0227 D	HAWKINS CREAMERY ROAD	TRIB. TO GREAT SENECA CREEK	BC	23	7 (7)	21.3	4810-A-7	116	2011	97.0	7	8P
M0317 P	HAWKINS LANDING DRIVE	GREAT SENECA CREEK TRIBUTARY	CMP	94	24 (6, 6, 6)	22	4810-C-10	109	2011	100.0	7	8P
M0318 Q	HAWKINS LANDING DRIVE	GREAT SENECA CREEK TRIBUTARY	CMPA	109	6	22	4810-C-10	100	2005	100.0	7	8P
M0325 Q	HEADWATER LANE	ROCK CREEK NORTH BRANCH TRIBUTARY	CMPA	44	10 (4, 4)	24	5049-H-6	1,800	2000	N	N	8P
M0277 Q	HINES ROAD	TRIB. TO ROCK CREEK NORTH BRANCH	CMP	162	28.5 (5, 5)	36	5049-G-8	3,900	1996	98.8	7	8P
M0125	HIPSLEY MILL ROAD	PATUXENT RIVER	MDSB	42	38	24	4811-B-8	600	2011	83.5	6	5B
M0123	HOWARD CHAPEL ROAD	HAIGHTS BRANCH	MDSB	26	23	20	4931-K-1	500	2011	70.7	6	5B
M0124	HOWARD CHAPEL ROAD	PATUXENT RIVER	CDSB	65	60	26	4931-K-1	500	2011	90.8	7	7
M0067 B	HUNTMASTER ROAD	GREAT SENECA CREEK	MDSB	20	17	17	4929-H-7	176	2011	90.2	6	4
M0141	HUNTMASTER ROAD	GOSHEN BRANCH	MDSB	63	59	24.2	4930-A-7	140	2011	82.0	5	5B
M0281 Q	INDEPENDENCE STREET	TRIBUTARY TO ROCK CREEK	SPPA	84	12.7	37	5165-G-8	4,300	1991	96.7	7	8P
M0133	INDIANOLA DRIVE	CSXT RAILROAD and WMATA METRO	CDSB	206	95, 105	26	5164-E-2	9,720	2011	75.0	6	N
M0139	INWOOD AVENUE	SLIGO CREEK TRIBUTARY	CDSB	42	41	26	5286-E-7	2,700	2011	84.5	8	7
M0326 Q	JERUSALEM ROAD	DRY SENECA CREEK	CMP	18	4x3'	24	5044-E-6	500	2007	N	N	8P
M0075	JONES MILL ROAD	ROCK CREEK	CDSB	201	47, 49, 49, 51	24	5285-K-9	14,000	2011	71.5	6	8L
M0165 P	JONES MILL ROAD	COQUELIN RUN	SPPA	51	36 (13.5, 13.5)	28	5407-K-1	23,900	2011	83.8	5	8P
M0350 C	KEMP MILL ROAD	TRIBUTARY TO NORTHWEST BRANCH	BC	101	20.8 (10, 10)	32.8	5286-F-1	11,900	2011	97.2	7	8P
M0316 C	KENDALE ROAD	KEN BRANCH	BC	27	22 (6, 6, 6)	20	5284-B-9	531	2011	97.9	6	8P
M0073	KENSINGTON PARKWAY	ROCK CREEK	SPA	103	103 (4x23.6')	36.5	5285-J-9	3,400	2011	94.2	6	5B
M0161 B	KENSINGTON PARKWAY	SILVER CREEK	SPA	72	17	23.5	5285-J-7	4,270	2011	60.7	5	8P
	KINSTER DRIVE	LITTLE SENECA CREEK TRIB.	CMP	122	40 (10, 10, 10)	58	4928-G-9	130	2011	89.0	5	8P
M0208	LAKE POTOMAC DRIVE	WATTS BRANCH	CDSB	184	55, 70, 55	26	5282-K-4	130	2011	99.0	6	8L
	LAURIE DRIVE	HOLLYWOOD BRANCH	SPPA	85	23.5 (9.5, 9.5)	23.5	5287-C-1	540	2011	98.9	6	8P
M0084	LINDEN LANE	CSXT RAILROAD	CDSB	63	58	28	5286-B-9	3,400	1998	81.4	6	N
M0348 Q	LOCKSLEY LANE	TRIBUTARY TO NORTHWEST BRANCH	SPPA	81	12.5	23.7	5166-H-8	1,725	2011	70.8	5	8P
M0128	LONG CORNER ROAD	PATUXENT RIVER	CDSB	49	45	36	4810-D-1	2,200	2011	98.0	6	5B
M0052 C	LONGDRAFT ROAD	LONG DRAUGHT BRANCH	BC	118	21 (10, 10)	26	5047-B-8	4,800	2011	97.9	7	8P
M0248 Q	LOVEJOY STREET	NORTHWEST BRANCH TRIBUTARY	SPA	9	9	23.3	5286-G-3	4,500	1990	99.3	7	8P
M0081	LYTTONSVILLE PLACE	HIKER/BIKER TRAIL	CDSB	94	92	48	5408-B-1	9,991	2010	38.7	4	N
M0258 B	MACARTHUR BOULEVARD	CAPITOL CRESCENT TRAIL	BTA	342	18	30	5407-B-10	15,000	2003	95.5	6	N
M0275 Q	MACDUFF AVENUE	TRIB. TO ROCK CREEK NORTH BRANCH	RCCP	136	26 (6.0, 6.0)	25	5049-G-8	1,200	1999	99.9	7	8P
M0276 Q	MACDUFF AVENUE	TRIB. TO ROCK CREEK NORTH BRANCH	CMP	165	26 (6, 6)	25.5	5049-F-8	1,200	1999	99.9	6	8P
M0042	MARTINSBURG ROAD	POTOMAC RIVER TRIBUTARY	MDSB	28	25	28.5	4925-F-9	1,140	2011	83.2	6	3
M0164 B	MARTINSBURG ROAD	POTOMAC RIVER TRIBUTARY	CS	15	12	27	4925-F-9	1,000	2001	88.3	6	5B
M0230 Q	MARTINSBURG ROAD	LITTLE MONOCRACY RIVER TRIB.	SPPA	52	5 (4.6)	25.2	4925-K-8	1,000	2001	99.8	8	8P
M0252 D	MATENY ROAD	TRIBUTARY TO GUNNERS BRANCH	BC	116	16 (14)	24	5046-G-6	2,800	1998	99.7	7	8P
M0219 P	MIDCOUNTY HIGHWAY	MILL CREEK	SPPA	343	74 (2x9.3, 11.8)	80	5048-E-8	29,650	2011	74.2	6	8P
M0314 Q	MOLINE ROAD	JOSEPH'S BRANCH TRIBUTARY	SPPA	504	9.5	24	5285-J-2	3100	2002	98.8	6	8P
	MONTEVIDEO ROAD	DRY SENECA CREEK	MDTST	51	50	13	5161-E-6	175	2011	47.7	5	5B
M0171 P	MONTGOMERY VILLAGE AVE.	CABIN BR. & MONT. VILL. GOLF COURSE UNDERPASS	SPPA	150	125 (6x15.5')	76	5047-H-2	25,000	2011	77.4	6	8P
M0172 P	MONTGOMERY VILLAGE AVE.	NORTH CREEK	SPPA	144	26 (11.5, 11.5)	48	4929-J-10	15,000	2011	82.3	6	8P
M0331	MONTROSE PARKWAY	OLD FARM CREEK	CDSB	89	84	27, 24	5284-J-2	55,460	2011	77.8	8	8L
M0332	MONTROSE PARKWAY	OLD FARM CREEK TRIBUTARY	CA	150	21 (16)	24, 24	5284-J-2	55,460	2011	79.9	8	8L
	MONTROSE PARKWAY	OLD FARM CREEK TRIBUTARY	CP	150	14.7 (6.3, 6.3)	24	5284-J-2	52,000	2005	100.0	7	8P

BRIDGE NUMBER	ROADWAY NAME	CROSSING	STRUCTURAL TYPE	STRUCTURAL LENGTH (FEET)	SPAN LENGTHS (FEET)	CLEAR ROADWAY WIDTHS (FEET)	ADC STREET GRID	AVERAGE DAILY TRAFFIC (ADT)	ADT YEAR	BRIDGE SUFFICIENCY RATING	STRUCT. EVALUTION (SI&A #67)	SCOUR CRITICAL (SI&A #113)
M0211	MONTROSE ROAD	RAMP TO I-270	CDSB	59	55	103	5284-E-1	31,750	2011	83.6	7	N
M0312 Q	MONTROSE ROAD	OLD FARM CREEK TRIBUTARY	SPPA	92	17 (7.3, 7.3)	50	5284-K-2	57,900	2011	69.0	6	8P
M0315	MONTROSE ROAD	OLD FARM CREEK	CDSB	55	50	65.5	5284-J-2	55,460	2011	85.0	8	5A
M0043	MOUTH OF MONOCACY ROAD	LITTLE MONOCACY RIVER	MDSB	49	47	14.8	4926-D-5	135	2011	49.7	4	5B
M0135	MOUTH OF MONOCACY ROAD	CSXT RAILROAD	TDTST	93	87	15.8	4925-K-5	155	2011	75.0	7	N
M0053 C	MUDDY BRANCH ROAD	MUDDY BRANCH	BC	159	42 (12, 14, 12)	29, 29	5163-F-1	21,175	2011	79.2	7	8P
M0054 C	MUDDY BRANCH ROAD	SHADY BRANCH	BC	220	43 (12, 12, 12)	29, 53	5163-F-3	21,950	2011	81.0	7	8P
M0058	MUNCASTER ROAD	ROCK CREEK	CDSB	63.5	58.4	33.5	5048-J-6	12,775	2011	93.1	7	5A
M0055	NEEDWOOD ROAD	ROCK CREEK	CS	36	32	36	5048-K-10	8,149	2011	88.7	6	8L
M0002 B	NEWCUT ROAD	LITTLE SENECA CREEK	MDSB	17	15	15.7	4928-J-5	100	1988	64.2	5	5B
M0113	NICHOLSON LANE	CSXT RAILROAD	CDSB	80	73	48	5285-D-3	31,000	2001	72.0	7	N
M0307	NORBECK ROAD	NURSERY RUN	CDSB	175	85, 85	36	5166-H-1	15,500	2011	95.6	7	8L
M0159	NORWOOD ROAD	NORTHWEST BRANCH	CDSB	93	87	131 to 231	5166-G-2	17,600	2011	92.1	7	5B
M0012	OAKLYN DRIVE	ROCK RUN	PCVS	48	23, 23	44	5283-F-10	3,625	2011	99.5	6	8L
M0244 Q	OAKVIEW DRIVE	NORTHWEST BRANCH TRIBUTARY	SPPA	54	10.3 (10.3)	35.7	5287-C-8	1,300	1980	97.9	6	8P
M0286 Q	OLD BALTIMORE ROAD	TRIBUTARY TO JAMES CREEK	CMPA	196	(8,8)	36	5050-B-6	8,500	1999	98.7	7	8P
M0287 Q	OLD BALTIMORE ROAD	TRIBUTARY TO JAMES CREEK	CMPA	185	(7.7, 7.7)	36	5050-B-6	8,500	1999	98.7	7	8P
M0319	OLD BALTIMORE ROAD	JAMES CREEK	SPA	88	39	26	5050-B-4	3,381	2011	99.5	7	3
M0320	OLD BALTIMORE ROAD	JAMES CREEK TRIBUTARY	SPA	88	28	26	5050-B-4	3,053	2011	99.6	7	5B
M0321 Q	OLD BALTIMORE ROAD	JAMES CREEK TRIBUTARY	SPPA	105	10	26	5050-B-3	1,500	2001	99.8	7	8P
M0306 Q	OLNEY MILL ROAD	REDDY BRANCH TRIBUTARY	SPPA	152	15.5	24	5049-K-2	5000	2003	71.4	4	8P
	PARTNERSHIP ROAD	DRY SENECA CREEK TRIBUTARY	MDSB	19	16	23.3	5161-B-5	1,973	2011	79.1	6	5B
M0037	PARTNERSHIP ROAD	RUSSELL BRANCH	MDSB	25	22	24	5160-K-2	1,940	2011	68.7	5	5A
L	PEACH LEAF COURT	TRIBUTARY TO MUDDY BRANCH	CMP	77	7	27	5163-A-3	500	1990	87.6	6	8P
M0102 C	PEACH ORCHARD ROAD	PAINT BRANCH	BC	47	30 (14, 14)	40.5	5167-F-5	3,250	2011	98.8	6	8P
M0150	PEACH TREE ROAD	CSXT RAILROAD	CDSB	149	37, 68, 37	26	4927-A-8	360	2011	93.9	7	N
	PENNYFIELD LOCK ROAD	UNNAMED STREAM	CS	14	13	14.3	5282-C-1	500	2000	19.5	4	5B
	PERSIMMON TREE ROAD	CONGRESSIONAL CC UNDERPASS	SPPA	132	14.5	36	5406-B-3	4,900	1998	98.2	6	N
	PINEY MEETINGHOUSE ROAD	WATTS BRANCH	CDTB	51	44	24	5283-C-4	6,290	2009	48.8	4	5B
	PLYERS MILL ROAD	SILVER CREEK	BC	42	17 (8, 8)	35	5285-K-6	8,800	2011	83.3	5	8P
	PLYERS MILL ROAD	TRIBUTARY TO SLIGO CREEK	CDTB	16.5	16.5	40	5286-C-6	1,731	2010	82.1	6	8P
	POOKS HILL ROAD	ROCK CREEK TRIBUTARY	BC	82	18 (8, 8)	36	5285-D-8	6,600	2011	N	N	8P
	PRINCE PHILLIP DRIVE	LAKE HALLOWELL TRIBUTARY	CP	70	4.9	30	5050-A-5	4,500	2001	N	N	8P
	PARKING LOTS OFF RIVER RD.	WILLETT BRANCH	BC	263	19 (19)		5407-D-6	1,000		77.8	5	8P
	PURDUM ROAD	BENNETT CREEK TRIBUTARY	CMP	66	20 (6, 6)	27	4809-A-4	700	2011	95.8	6	8P
	QUERY MILL ROAD	MUDDY BRANCH TRIBUTARY	MDSB	13	9	17.6	5162-G-8	1,000	2000	51.7	4	5B
L	QUERY MILL ROAD	MUDDY BRANCH TRIBUTARY	BC	7.5	5.5	16	5162-G-8	1,000	2000	65.7	5	5B
L	QUINCE MILL DRIVE	TRIBUTARY TO MUDDY BRANCH	CMPA	125	7.5	24	5163-A-3	1,400	1998	88.8	5	8P
M0023	QUINCE ORCHARD ROAD	MUDDY BRANCH	MDSB	33	29	19.5	5163-A-6	4,635	2011	63.8	5	5B
M0204 C	RANDOLPH ROAD	NORTHWEST BRANCH	BC	168	75 (4x18)	38.3, 50	5166-F-10	55,050	2011	70.0	7	8P
M0080-3	RANDOLPH ROAD (EASTBOUND)	ROCK CREEK	CDSB	82	40, 40	30.3, 30	5285-F-2	25,060	2011	73.7	6	8L
M0080-3	RANDOLPH ROAD (WESTBOUND)	ROCK CREEK	CDSB	82	40, 40	30	5285-F-2	25,060	2011	76.0	6	8L
	RANNOCH ROAD	MINNEHAHA BRANCH	BC	38	21 (10.2, 9.3)	36	5406-J-5	850	2011	97.9	6	8P
	RANWORTH DRIVE	LITTLE SENECA CREEK	CMP			36	5406-J-5 5046-C-2	130	2011	97.9	7	8P 8P
				195	26 (11, 10)							5B
M0056 B	REDLAND ROAD	MILL CREEK	CS	24	18	25.4	5048-G-9	15,012	2011	65.5	6	5

BRIDGE NUMBER	ROADWAY NAME	CROSSING	STRUCTURAL TYPE	STRUCTURAL LENGTH (FEET)	SPAN LENGTHS (FEET)	CLEAR ROADWAY WIDTHS (FEET)	ADC STREET GRID	AVERAGE DAILY TRAFFIC (ADT)	ADT YEAR	BRIDGE SUFFICIENCY RATING	STRUCT. EVALUTION (SI&A #67)	SCOUR CRITICAL (SI&A #113)
M0057 C	REDLAND ROAD	CRABBS CREEK	BC	139	21 (9.5, 9.5)	44.5	5164-E-1	23,750	2011	74.2	7	8P
M0203	REDLAND ROAD	CSXT RAILROAD and WMATA METRO	CDSB	233	114, 114	50	5164-D-2	19,033	2011	76.5	6	N
M0140	RIFFLE FORD ROAD	GREAT SENECA CREEK	CDSB	55	51	44	5046-H-9	5,700	2011	80.7	5	5B
M0027	RIVER ROAD	SENECA CREEK	CDSB	126	40, 42, 40	30	5161-F-8	2,979	2011	91.6	6	5B
M0038 B	RIVER ROAD	HORSEPEN BRANCH	MDSB	19	14	11.5	5160-C-7	2,907	2011	54.9	4	5B
M0039 B	RIVER ROAD	HORSEPEN BRANCH TRIBUTARY	MDSB	20	15	11.8	5160-C-7	2,900	2011	79.5	6	5B
M0040	RIVER ROAD	BROAD RUN	MDSB	33	29	13.1	5159-C-2	405	2011	65.2	5	5A
M0099 Q	ROBEY ROAD	LITTLE PAINT BRANCH TRIBUTARY	SPPA	128	14.4 (14.4)	36	5167-K-7	3,700	2011	99.0	7	8P
M0101 Q	ROBEY ROAD	LITTLE PAINT BRANCH	SPPA	166	16.9 (16.5)	26	5168-A-7	3,500	2001	99.0	8	8P
M0242 Q	ROCKING HORSE ROAD	ROCK CREEK TRIBUTARY	SPPA	98	13.3 (13.3)	36.2	5285-E-3	5,900	1997	83.5	5	8P
M0228 C	SAM EIG HIGHWAY	TRIB. TO SHADY BRANCH	BC	245	28 (12, 12)	31, 31, 20	5163-G-3	26,230	2011	80.2	7	8P
M0246 O	SAUL ROAD	SILVER CREEK	SPPA	35	20	26.6	5285-H-8	1,800	2011	86.7	7	8P
M0137	SCHAEFFER ROAD	LITTLE SENECA CREEK	CDSB	49	39	16	5045-G-6	2,964	2011	52.4	4	3
M0243 Q	SCHUYLKILL ROAD	ROCK CREEK TRIBUTARY	SPPA	71	12 (12)	36.3	5285-E-3	500	2000	97.0	6	8P
M0110	SEVEN LOCKS ROAD	CABIN JOHN CREEK	CDSB	85	80	26	5406-E-2	9,345	2011	79.2	6	8L
M0143 C	SEVEN LOCKS ROAD	CABIN JOHN CREEK	BC	105	41 (13, 13, 13)	27, 39.5	5284-D-7	28,550	2011	82.4	6	8P
M0192 D	SHADY GROVE ROAD	MILL CREEK TRIBUTARY	BC	154	13 (12)	38, 43.6	5048-E-9	61,065	2011	46.8	4	8P
M0193 C	SHADY GROVE ROAD	MILL CREEK	BC	138	25 (12, 12)	35, 35	5048-E-9	62,350	2011	72.7	7	8P
M0269 D	SHADY GROVE ROAD	UNNAMED PEDESTRIAN UNDERPASS	BC	130	8	100	5048-F-7	40,000	2001	94.0	6	N
M0191-3	SHADY GROVE ROAD (EASTBOUND)	CSXT RAILROAD	CDSB	182	48, 89, 40	40	5048-C-10	18,225	2011	77.2	6	N
M0191-4	SHADY GROVE ROAD (WESTBOUND)	CSXT RAILROAD	CDSB	182	48, 89, 40	40	5048-C-10	18,900	2011	76.2	6	N
M0283 Q	SHEFFIELD MANOR DRIVE	TRIBUTARY TO LITTLE PAINT BRANCH	CMP	200	8	36.5	5168-A-8	500	1990	90.3	7	8P
M0335	SKYLARK ROAD	LITTLE SENECA CREEK	SPA	46	46	26	4929-A-3	850	2011	99.7	6	5A
M0065	SNOUFFER SCHOOL ROAD	CABIN BRANCH	FRPS	29	26	29.5	5048-B-3	28,675	2011	72.7	7	5B
M0050	SOUTHLAWN LANE	ROCK CREEK	MDSB	32	30	29.4	5164-K-4	15,325	2011	65.1	5	5B
M0285 Q	SPARTAN ROAD	TRIBUTARY TO JAMES CREEK	CMPA	221	12	40	5050-A-6	4,700	1990	99.6	6	8P
M0078	SPRING STREET	CSXT RAILROAD and WMATA METRO	CDSB	213	39, 83, 89	50.7	5408-E-1	11,176	2010	63.4	5	N
M0265 Q	STEDWICK ROAD	STEDWICK E. SCHOOL PED UNDERPASS	SPPA	118	22 (14.5)	37	5047-G-2	3,400	1993	98.7	7	N
M0266 Q	STEDWICK ROAD	MONTGOMERY VIL. MALL PED UNDERPASS	SPPA	124	22 (14.5)	44	5047-G-3	9,100	1999	98.3	7	N
M0330 D	STONEY CREEK ROAD	SANDY BRANCH TRIBUTARY	BC	55	6	22	5282-J-3	1,500	2001	81.2	6	8P
M0076	STONEYBROOK DRIVE	CSXT RAILROAD	CDSB	74	70	30.6	5285-K-7	6,075	2011	85.3	7	N
M0167 D	STONEYBROOK DRIVE	ROCK CREEK TRIBUTARY	BC	111	16 (16)	39.9	5285-K-8	7,600	1995	96.4	6	8P
M0221 D	STRINGTOWN ROAD	TRIB. TO LITTLE SENECA CREEK	BC	37	19 (7,7)	27.5	4928-G-2	1,700	2000	99.9	7	8P
	SUGARLAND ROAD	DRY SENECA CREEK	CDSB	56	52	36	5161-B-4	400	2011	99.9	6	5A
	SUGARLAND ROAD	DRY SENECA CREEK TRIBUTARY	CS	11	7	17.7	5160-K-4	255	2011	80.9	7	5B
	SUGARLAND ROAD	POTOMAC RIVER TRIBUTARY	CS	8	6	18	5160-G-4	255	2011	79.9	7	5B
	SUMMIT AVENUE	CSXT RAILROAD	CDSB	52	50	24	5285-H-6	5,400	1998	79.5	7	N
	SUNDOWN ROAD	HAWLINGS RIVER	CDSB	55	50	30	4931-D-6	6,100	2011	76.9	7	7
	SWAINS LOCK ROAD	UNNAMED CREEK	MDSB	15	12	16.8	5283-B-5	105	2011	82.7	6	5A
M0031 B	SYCAMORE LANDING ROAD	HORSEPEN BRANCH	MDSB	22	17	14.3	5160-D-8	115	2011	68.1	5	3
M0032 B	SYCAMORE LANDING ROAD	HORSEPEN BRANCH	MDSB	18	14	14	5160-D-8	115	2011	78.1	7	5A
M0261	TACKBROOKE DRIVE	TRIB. TO ROCK CREEK NORTH BRANCH	SPA	29	29	26	5049-D-5	55	2011	94.6	7	8L
	TALBOT AVENUE	CSXT RAILROAD	TDTSG	105	22, 58, 22	14.4	5286-C-10	1,200	1994	27.2	4	N
	TILDEN LANE	OLD FARM CREEK	SPA	96	23 (23)	37	5284-H-3	5,900	2011	66.3	5	8P
M0195 D	TRAVILAH ROAD	SANDY BRANCH	BC	29	10 (7)	21.5	5163-A-8	4,585	2011	65.6	5	8P

BRIDGE NUMBER	ROADWAY NAME	CROSSING	STRUCTURAL TYPE	STRUCTURAL LENGTH (FEET)	SPAN LENGTHS (FEET)	CLEAR ROADWAY WIDTHS (FEET)	ADC STREET GRID	AVERAGE DAILY TRAFFIC (ADT)	ADT YEAR	BRIDGE SUFFICIENCY RATING	STRUCT. EVALUTION (SI&A #67)	SCOUR CRITICAL (SI&A #113)
M0145 C	TUCKERMAN LANE	CABIN JOHN CREEK	BC	46	59 (4x14')	44	5284-F-5	22,300	2011	87.0	7	8P
M0169 P	TUCKERMAN LANE	SNAKEDEN BRANCH	SPPA	120	28 (11.6, 11.6)	48	5284-E-4	18,600	2011	71.0	5	8P
M0322 D	TUCKERMAN LANE	ROCK CREEK TRIBUTARY	BC	114	14 (6, 6)	60	5285-B-6	20,000	2001	74.1	7	8P
M0019	TURKEY FOOT ROAD	MUDDY BRANCH	MDSB	41	39	27	5162-H-7	1,300	2011	84.4	6	5B
M0154	TWINBROOK PARKWAY	CSXT RAILROAD and WMATA METRO	CDSB	165	43, 81, 38	48	5285-B-1	32,000	1999	92.8	6	N
M0233 D	VALLEY DRIVE	TRIB. TO PINEY BRANCH	BC	162	14 (10)	23	5163-G-8	100	2000	100.0	7	8P
M0111	VALLEY ROAD	BOOZE CREEK	PCVS	32	29	26	5406-K-1	206	2010	65.7	4	8P
M0134	WARING STATION ROAD	CSXT RAILROAD	CDSB	120	115	50	5046-K-5	5,800	2011	98.3	7	N
M0278 Q	WARING STATION ROAD	GUNNERS BRANCH	SPPA	202	18.7	50	5046-K-3	6,200	1990	99.1	7	8P
M0257	WASHINGTONIAN BOULEVARD	SAM EIG HIGHWAY	CDSB	180	87, 87	52.4	5163-G-2	8,769	2011	77.4	7	N
M0222	WATKINS MILL ROAD	CABIN BRANCH	CDSB	115	110	50	5047-G-2	14,830	2011	97.8	7	8L
M0223	WATKINS MILL ROAD	GREAT SENECA CREEK	CDSB	275	135, 135	50	5047-F-1	15,170	2011	97.7	7	8L
M0241	WATKINS MILL ROAD	WHETSTONE RUN	CDSB	209	102, 102	46	5047-F-4	12,146	2011	96.5	7	7
M0267 Q	WATKINS MILL ROAD	UNNAMED PEDESTRIAN UNDERPASS	SPPA	124	22 (14.5)	44	5047-G-4	9,300	1999	83.2	7	N
M0162	WAYNE AVENUE	SLIGO CREEK	PCS	75	36, 36	47	5408-J-1	19,450	2011	75.4	7	7
M0001	WEST OLD BALTIMORE ROAD	LITTLE SENECA CREEK	MDSB	63	57	23.5	4928-G-6	900	2011	69.5	5	5B
M0345 D	WEST OLD BALTIMORE ROAD	TRIBUTARY TO LITTLE SENECA CREEK	BC	50	11	26.5	4928-F-6	900	2011	84.6	7	8P
M0158 D	WEST WILLARD ROAD	HORSEPEN BRANCH TRIBUTARY	BC	76	19.8 (13)	24	5160-D-6	115	2011	100.0	6	8P
M0247	WESTLAKE TERRACE/FERNWOOD RD.	I - 270	CDSB	365	85, 132, 143	65	5284-H-6	15,755	2011	97.8	7	N
M0048 B	WHITE GROUND ROAD	LITTLE SENECA CREEK TRIBUTARY	TSB	13	11	15.5	5045-J-2	740	2011	84.8	6	5B
M0138	WHITE GROUND ROAD	BUCKLODGE BRANCH	MDSB	28	26	15.5	5045-F-6	750	2011	37.2	3	5B
M0299 B	WHITE GROUND ROAD	TRIBUTARY TO SENECA CREEK	CS	191	5	20	5045-E-9	650	2001	65.4	5	5A
M0300 D	WHITE GROUND ROAD	TRIBUTARY TO SENECA CREEK	BC	37	5	20.8	5045-E-9	650	2001	85.6	5	8P
M0186	WHITES FERRY ROAD	BROAD RUN	CS	40	16, 16	27	5043-H-5	1,800	2010	84.5	6	5B
M0187 B	WHITES FERRY ROAD	BROAD RUN TRIBUTARY	CS	16	16	24.3	5043-J-5	1,800	2010	51.4	4	5A
M0188	WHITES FERRY ROAD	BROAD RUN TRIBUTARY	PCS	49	46	30.3	5043-K-6	1,800	2009	90.8	7	8L
M0189 B	WHITES FERRY ROAD	BROAD RUN TRIBUTARY	CS	10	9	23.7	5044-A-7	1,800	2010	9.5	3	5B
M0259	WICKHAM ROAD	TRIB. TO ROCK CREEK NORTH BRANCH	SPA	30	30	26	5049-E-5	638	2011	93.7	7	8L
M0260	WICKHAM ROAD	TRIB. TO ROCK CREEK NORTH BRANCH	SPA	22	22	26.3	5049-D-4	333	2011	94.6	7	8L
M0068	WILDCAT ROAD	WILDCAT BRANCH	MDSB	32	25	13.9	4929-F-6	400	2011	78.8	6	5B
M0355	WISCONSIN AVENUE	BETHESDA METRO UNDERPASS	BC	161	28	42	5407-E-3	32,951	2010	82.0	7	N
M0328 Q	WISTERIA DRIVE	UNNAMED PEDESTRIAN UNDERPASS	SPPA	97.5	14	48	5046-E-2	1,000	2011	84.5	6	N
M0130 P	WOODFIELD SCHOOL ROAD	GREAT SENECA CREEK	CMP	82	33 (6, 6, 6, 6)	42	4809-K-10	200	2011	97.9	6	8P
M0121	ZION ROAD	HAWLINGS RIVER	CA	22	22	11.7	4931-F-6	400	2011	51.6	4	5B
MG-02 P	BUREAU DRIVE	TRIB. TO CLOPPER LAKE	SPPA	653	38 (16.3, 16.3)	34, 24	5047-F-8	14,000	2011	82.7	7	5A
MG-07 Q	DIAMOND DRIVE	TRIB. TO CLOPPER LAKE	SPPA	119	19 (8, 8)	24, 24	5047-D-9	3,752	2010	87.0	5	8P
MG-03 P	RABBITT ROAD	TRIB. TO CLOPPER LAKE	CMP	164	30 (8, 8, 8)	48	5047-C-8	1,150	2011	88.8	5	8P
MG-06 Q	SOLITAIRE COURT ENTRANCE	TRIBUTARY TO CLOPPER LAKE	CMP	160	20 (7, 7)	32	5047-C-9	400	2011	64.7	4	8P
MG-04	UPSHIRE CIRCLE	SHADY BRANCH	SPA	123	30	36.2	5163-E-2	225	2011	93.3	7	8L
MG-05 P	VICTORY FARM DRIVE	TRIB. TO WHETSTONE RUN	CMPA	136	26 (11.5, 11.5)	48	5048-A-7	1,650	2011	99.8	6	8P
MK-02 B	FREDERICK AVENUE	SILVER CREEK	CS	18	16	26	5285-J-7	330	2011	92.0	7	8P
MK-03	KENSINGTON PARKWAY	SILVER CREEK	SPA	20	20 (16.5)	36	5285-J-7	4,300	2011	83.6	5	5B
MK-04	KENT STREET	SILVER CREEK	SPA	20	20 (20)	26.5	5285-J-7	3,080	2011	35.4	2	5B
MPK-18 Q	AGRICULTURAL HISTORY FARM PARK	ROCK CREEK	SPPA	27	12	23	5048-J-5	100	2011	99.9	6	5B

BRIDGE NUMBER	ROADWAY NAME	CROSSING	STRUCTURAL TYPE	STRUCTURAL LENGTH (FEET)	SPAN LENGTHS (FEET)	CLEAR ROADWAY WIDTHS (FEET)	ADC STREET GRID	AVERAGE DAILY TRAFFIC (ADT)	ADT YEAR	BRIDGE SUFFICIENCY RATING	STRUCT. EVALUTION (SI&A #67)	SCOUR CRITICAL (SI&A #113)
MPK-05	BEACH DRIVE	ROCK CREEK TRIBUTARY	PCVS	45	42	24	5285-F-4	10,963	2011	78.1	6	8P
MPK-06 C	BEACH DRIVE	ROCK CREEK	BC	449	43 (14, 14, 14)	24	5285-G-5	13,195	2011	94.9	6	8P
MPK-08	BEACH DRIVE	ROCK CREEK	CDSB	155	75, 75	23.8	5285-F-6	5,480	2011	64.5	5	5B
MPK-09	BEACH DRIVE	ROCK CREEK	CDSB	154	45, 64, 45	24	5285-D-7	4,150	2011	66.1	5	5A
MPK-11 C	BEACH DRIVE	ROCK CREEK TRIBUTARY	BC	64	22.5 (10, 10)	23	5285-E-6	5,700	2011	98.7	6	8P
MPK-12 C	BEACH DRIVE	ROCK CREEK TRIBUTARY	BC	88	28 (13.67, 13.67)	23	5285-D-7	5,700	2011	98.7	6	8P
MPK-24	BEACH DRIVE	SILVER CREEK	SPA	45.5	44(10.7,10.7,10.7)	26	5285-J-9	5,500	2011	49.2	4	5B
MPK-16	BROOKSIDE VISITORS CENTER	NORTHWEST BRANCH TRIBUTARY	CA	24	24	39.5	5286-D-1	50	2011	92.6	7	5A
MPK-20 Q	GUNNERS BRANCH PARK ENTRANCE	TRIB. TO GUNNERS BRANCH	CMP	52	8.5	28	5046-J-5	100	2011	87.2	6	8P
MPK-21	HYATTSTOWN MILL ROAD	LITTLE BENNETT CREEK TRIBUTARY	CA	25.7	24	14	4807-K-6	50	2011	82.0	7	5A
MPK-25	J.E.B. STUART TRAIL	TRIB. TO LITTLE MONOCACY RIVER	CA	24	24	21	5044-C-1	20	10	91.8	8	5C
MPK-02 C	LITTLE FALLS PARKWAY	WILLET BRANCH	BC	90	19 (18.5)	29, 29	5407-D-5	24,600	2011	53.2	5	8P
MPK-01-1	LITTLE FALLS PARKWAY (N.B.)	WILLET BRANCH	PCS	49	46	30.8	5407-D-5	11,775	2011	81.8	7	8P
MPK-01-2	LITTLE FALLS PARKWAY (S.B.)	WILLET BRANCH	PCS	46	43	24	5407-D-5	11,775	2011	75.7	6	8P
MPK-26 B	MAYDALE CONSERVATION PARK ENT	PAINT BRANCH	CS	19	16.67	12	5167-E-4	100	2011	N	N	5A
MPK-03	PARK VALLEY ROAD	SLIGO CREEK	CDTB	31	30	20	5408-J-2	1,175	2011	48.6	4	3
MPK-17	PARKLAWN ENTRANCE	ROCK CREEK	TDSB	40	36	10.5	5165-D-10	25	2011	55.1	5	5A
MPK-15 R	SILGO CREEK PARKWAY	SLIGO CREEK TRIBUTARY	RF	22	22	30.5	5408-K-3	3,900	2011	84.0	7	8L
MPK-19 B	WHEATON CLARIDGE PARK ENTRANCE	TRIB. TO ROCK CREEK	TDSB	14	14	12	5285-K-3	104	2011	60.0	5	4
MR-13	CROFTON HILL LANE	WATTS BRANCH TRIBUTARY	CDSB	41	37	36	5164-B-6	275	2011	83.7	7	8L
MR-18	DRIVEWAY OFF AINTREE DRIVE	WATTS BRANCH	PCBS	60	60	14.6	5164-B-7	20	2011	80.8	7	5A
MR-01	EDMONSTON DRIVE	CSXT RAILROAD and WMATA METRO	CDSB	123	37, 43, 41	36	5164-J-9	12,000	2000	60.4	5	N
MR-19	FALLSGROVE DRIVE	WATTS BRANCH TRIBUTARY	SPA	24	24	36.7	5163-K-5	5,175	2010	80.5	7	8L
MR-11	GUDE DRIVE WEST	I-270	CDSB	254	125, 125	26, 26	5164-B-4	29,800	2011	77.4	6	N
MR-03	HURLEY AVENUE	WATTS BRANCH TRIBUTARY	CDSB	62	60	36	5164-B-6	8,500	2011	84.2	5	8P
MR-14	MONROE STREET	TRUCK STREET	CDSB	170	29, 33, 11, 20	28	5164-G-7	5,200	2011	80.5	7	N
MR-07 C	NELSON STREET	WATTS BRANCH	BC	74	31 (25)	40	5164-C-6	13,200	2011	99.0	6	8P
MR-20	PRESERVE PARKWAY	CABIN JOHN CREEK	CA	45	45	41.5	5284-F-1	2,200	2010	84.8	7	5B
MR-22 C	PRESERVE PARKWAY	CABIN JOHN CREEK TRIBUTARY	BC	154	31 (14, 12)	44.3	5164-F-10	2,554	2010	84.8	7	8P
MR-06	SCOTT DRIVE	WATTS BRANCH	PCS	28	26	28	5164-A-9	3,650	2011	79.3	6	5B
MR-23 C	TOWER OAKS BOULEVARD	CABIN JOHN CREEK	BC	102	32 (10, 10, 10)	44	5284-F-1	14,553	2010	74.0	7	8P
MR-21 D	WATKINS POND BOULEVARD	EQUALIZATION FOR SWM PONDS	BC	113	16	52	5164-D-3	1,788	2010	100.0	7	8P
MR-05 C	WATTS BRANCH PARKWAY	WATTS BRANCH	BC	74	41 (12, 12, 12)	36	5164-A-9	170	2011	100.0	7	8P
MR-04	WOOTTON PARKWAY	WATTS BRANCH	CDSB	114	54, 54	36	5164-A-9	19,050	2011	61.7	5	8P
MR-08 C	WOOTTON PARKWAY	WATTS BRANCH TRIBUTARY	BC	127	21 (10, 10)	30	5164-A-9	19,050	2011	96.0	7	8P
MR-12	WOOTTON PARKWAY	I-270	CDSB	321	165, 150	26, 26	5164-E-10	19,050	2011	76.6	7	N
MR-15 C	WOOTTON PARKWAY	CABIN JOHN CREEK	BC	154	38 (12, 12, 12)	36.4, 26.2	5164-F-10	20,125	2011	75.8	7	8P
MR-16 C	WOOTTON PARKWAY	TRIB. TO CABIN JOHN CREEK	BC	198	26 (12, 10)	26, 26	5164-G-10	20,125	2011	75.8	7	8P
	FALSTONE AVENUE	TRIB. TO LITTLE FALLS BRANCH	TDSB	26	23	19.3	5407-E-6	50	2011	50.6	3	7
	FLOWER AVENUE	SLIGO CREEK	CDSBC	36	33	23	5409-A-4	2,580	2011	36.3	2	7
	MAPLE AVENUE	SLIGO CREEK	CS	46	20, 20	24	5408-K-3	5,500	2011	64.8	5	7



BRIDGE		ROADWAY		WATER	DATE OF	DESIGN	POSTIN	G (LBS)	ELEMENT	YEAR	INSPECT.	
NUMBER	ROADWAY NAME	FUNCTIONAL CLASSIFICATION	CROSSING	USE	LATEST INSPECTION	LOAD	SINGLE UNIT	COMB. UNIT	CONTROL POSTING	BUILT	CYCLE (MONTHS)	REMARKS
M0001 -	- WEST OLD BALTIMORE ROAD	A-7	LITTLE SENECA CREEK	IV-P	1/20/2011	UNK				1934	24	1972 rehabilitated
M0002	NEWCUT ROAD	PR	LITTLE SENECA CREEK	IV-P	7/22/2009	H-15	54,000	72,000	BEAMS	1930	48	1977 superstruc. repair; 1991 & 1999 repaired, 2009 exterior beams and deck replaced
M0005 I	PURDUM ROAD	ERR	BENNETT CREEK TRIBUTARY	I-P	1/21/2011	HS-20				1975	24	2007 invert paved
M0006 I	R BETHESDA CHURCH ROAD	SR	BENNETT CREEK	I-P	1/25/2011	HS-20	58,000	80,000	SLAB	1990	24	
M0007 -	- CLARKSBURG ROAD		BENNETT CREEK TRIBUTARY	I-P	9/20/2011	HS-25				2003	24	
M0008 -	- BARNES ROAD		BENNETT CREEK	I-P	1/25/2011	UNK	24,000	40,000	BEAMS	1925		2004 deck replaced
M0009 -	- CLARKSBURG ROAD		BENNETT CREEK	I-P	9/13/2011	HS-27				2011	24	
M0010 -	- CLARKSBURG ROAD	CA-27	LITTLE BENNETT CREEK	III-P	1/21/2011	HS-25				1998	24	
M0011 0	C CLARKSBURG ROAD	CA-27	LITTLE BENNETT CREEK TRIBUTARY	III-P	1/21/2011	HS-20				1988	24	
M0012 -	- OAKLYN DRIVE		ROCK RUN	I-P	5/9/2011	HS-20	21000	42.000	PE-116	1989	24	1000
M0013 -	- GLEN ROAD	ERR	KILGOUR BRANCH	I-P	1/25/2011	H-15	24,000	42,000	BEAMS	1942	12	1992 superstructure replaced
M0014 -	- GLEN ROAD	ERR	WATTS BRANCH	I-P	1/25/2011	HS-20	26.000	26,000	DEANG	1930	24	1998 new deck
M0015 -	- GLEN ROAD		PINEY BRANCH	I-P	6/23/2011	UNK	26,000	26,000	BEAMS	1935	12	2002 11.
M0016 -	- GLEN MILL ROAD	ERR	PINEY BRANCH	I-P	1/29/2011	H-20			<del>                                     </del>	1960	24	2002 new deck
	GLEN MILL ROAD	RR	PINEY BRANCH	I-P	8/8/2011	OTHER				1952	48	1991 rehabilitated; 2004 new deck
	- TURKEY FOOT ROAD	RR	MUDDY BRANCH	I-P	6/27/2011	H-20				1968	24	1987 new deck; 1991 repaired
	QUERY MILL ROAD	RR	MUDDY BRANCH TRIBUTARY	I-P	10/17/2011	H-20				1920		1978 repaired
M0021 -	PINEY MEETINGHOUSE ROAD	A-34	WATTS BRANCH	I-P	7/13/2011	UNK				1950	24	1990 repaired
	SWAINS LOCK ROAD	ERR	UNNAMED CREEK	I-P	8/8/2011	H-20				1930		1973 new beams; 1990 new deck
M0023 -	- QUINCE ORCHARD ROAD	A-265	MUDDY BRANCH	I-P	5/27/2011	H-20				1965	24	1990 deck replaced
M0025 -	- ESWORTHY ROAD	A-31	MUDDY BRANCH	I-P	7/7/2011	HS-25				1999	24	
M0027 -	- RIVER ROAD	CA-29	SENECA CREEK	I-P	9/30/2011	HS-25				1959	24	2001 superstructure replaced, substructure rehabilitated
M0028 -	- BERRYVILLE ROAD	ERR	SENECA CREEK TRIBUTARY	I-P	1/29/2011	UNK	62,000	80,000	BEAM	1930	24	1996 new deck & substr. rehab.
M0029 I	B BERRYVILLE ROAD	ERR	SENECA CREEK TRIBUTARY	I-P	9/8/2007	HS-20	62,000	56,000	BEAM	1930	48	2003 superstructure replaced
M0030 -	- MONTEVIDEO ROAD	ERR	DRY SENECA CREEK	I-P	8/2/2011	UNK	6,000	6,000	TRUSS	1910	24	1989 deck replaced; decide to post for 3 tons; historic bridge
M0031 I	SYCAMORE LANDING ROAD	RR	HORSEPEN BRANCH	I-P	9/20/2011	OTHER				1910	48	1988 new deck & beams
M0032 I	SYCAMORE LANDING ROAD	RR	HORSEPEN BRANCH	I-P	9/20/2011	OTHER				1910	48	1988 new deck & beams
M0033 -	- SUGARLAND ROAD	ERR	DRY SENECA CREEK	I-P	3/15/2011	HS-20				1971	24	
M0034 I	SUGARLAND ROAD	ERR	DRY SENECA CREEK TRIBUTARY	I-P	9/20/2011	HS-25				1930	48	1999 deck replaced
M0035 I	S SUGARLAND ROAD	RR	POTOMAC RIVER TRIBUTARY	I-P	9/20/2011	HS-25				1930	48	2000 deck replaced
M0036	PARTNERSHIP ROAD	CA-3	DRY SENECA CREEK TRIBUTARY	I-P	9/21/2011	HS-20				1976	48	2007 deck and exterior beams replaced
M0037 -	- PARTNERSHIP ROAD	CA-3	RUSSELL BRANCH	I-P	4/4/2011	HS-20				1920	24	1976 new superstructure, 2005 new deck
M0038 I	RIVER ROAD	RR	HORSEPEN BRANCH	I-P	9/20/2011	H-20				1916	48	1991 deck replaced, 2010 deck replaced
M0039 I	RIVER ROAD	RR	HORSEPEN BRANCH TRIBUTARY	I-P	9/20/2011	OTHER				1916	48	1991 deck replaced, 2010 deck replaced
M0040 -	- RIVER ROAD	ERR	BROAD RUN	I-P	1/17/2011	UNK	28,000	44,000	BEAMS	1911	24	1992 deck replaced
M0041 -	- CLUB HOLLOW ROAD	RR	BROAD RUN	I-P	1/17/2011	HS-20				1930	24	1982 widened
M0042 -	- MARTINSBURG ROAD	ERR	POTOMAC RIVER TRIBUTARY	I-P	6/3/2011	UNK	44,000	68,000	BEAMS	1925	24	1992 new deck & beams
M0043 -	MOUTH OF MONOCACY ROAD	ERR	LITTLE MONOCACY RIVER	I-P	6/3/2011	H-20	62,000	80,000		1971	24	2002 new deck
M0044 -	- BIG WOODS ROAD	RR	LITTLE MONOCACY RIVER	I-P	8/2/2011	HS-20				1972	24	
M0045 -	- BARNESVILLE ROAD	RR	LITTLE MONOCACY RIVER	I-P	6/24/2011	UNK	54,000	64,000		1940	24	
M0046 -	- HARRIS ROAD WEST	ERR	LITTLE MONOCACY RIVER	I-P	6/3/2011	UNK	40,000	60,000	BEAMS	1925	24	1999 new wingwalls
M0047 -	- BLACK ROCK ROAD	RR	GREAT SENECA CREEK	IV-P	4/4/2011	H-10				1965	24	2006 deck replaced
	WHITE GROUND ROAD	ERR	LITTLE SENECA CREEK TRIBUTARY	III-P	7/18/2011	HS-27				1925	48	2008 Superstructure replaced
M0049 -	- AVERY ROAD	A-250	ROCK CREEK	IV	8/22/2011	HS-20				1994	24	100000000000000000000000000000000000000
M0050 -	- SOUTHLAWN LANE	A	ROCK CREEK	IV	8/22/2011	HS-20				1920	24	1963 & 1983 rehabilitated; 2002 new deck
	LONGDRAFT ROAD	A-17	LONG DRAUGHT BRANCH	I-P	7/15/2011	HS-20				1977	24	
M0053 0	MUDDY BRANCH ROAD	M-15	MUDDY BRANCH	I-P	6/27/2011	HS-20			<u> </u>	1987	24	

BRIDGE		ROADWAY		WATER	DATE OF	DESIGN	POSTIN	G (LBS)	ELEMENT	YEAR	INSPECT.	
NUMBER	ROADWAY NAME	FUNCTIONAL CLASSIFICATION	CROSSING	USE	LATEST INSPECTION	LOAD	SINGLE UNIT	COMB. UNIT	CONTROL POSTING	BUILT	CYCLE (MONTHS)	REMARKS
M0054 C	MUDDY BRANCH ROAD	M-15	SHADY BRANCH	I-P	2/8/2011	HS-20				1987	24	1991 Extended
M0055	- NEEDWOOD ROAD	PR	ROCK CREEK	IV	7/28/2011	HS-20				1965	24	
M0056 B	REDLAND ROAD	PR	MILL CREEK	IV	9/21/2011	UNK				1940 <u>+</u>	24	
M0057	C REDLAND ROAD	PR	CRABBS CREEK	IV	2/8/2011	HS-20				1981	24	
M0058	- MUNCASTER ROAD	SR	ROCK CREEK	III	6/27/2011	HS-25				1972	24	2006 superstructure replaced
M0059 P	GOSHEN ROAD	M-25	WHETSTONE RUN	I-P	5/2/2011	HS-20				1986	24	
M0060	- GOSHEN ROAD	M-25	WHETSTONE RUN TRIBUTARY	I-P	8/4/2011	H-20				1930	24	1992 deck replaced
M0061	- GOSHEN ROAD	M-25	CABIN BRANCH	I-P	1/19/2011	HS-25				2004	24	
M0063	- BRINK ROAD	SR	GOSHEN BRANCH	I-P	5/3/2011	HS-25				2007	24	Replaced 2007
M0064	- BRINK ROAD	A-36	GREAT SENECA CREEK	I-P	5/2/2011	H-20				1972	24	
	- SNOUFFER SCHOOL ROAD	A-16	CABIN BRANCH	I-P	8/4/2011	HS-25				1925	24	2002 superstructure replaced
M0067 B	HUNTMASTER ROAD	RR	GREAT SENECA CREEK	I-P	9/21/2011	H-20	54,000	80,000	BEAMS	1950	48	1967 & 1992 rehabilitated
M0068	- WILDCAT ROAD	RR	WILDCAT BRANCH	III-P	1/17/2011	UNK				1935	24	1950 beams replaced, 1989 deck replaced, 2006 abutment repairs
M0069	BOWIE MILL ROAD	A-42	ROCK CREEK NORTH BRANCH	III	6/16/2011	H-20				1959	24	
M0070 C	CASHELL ROAD	A-44	ROCK CREEK NORTH BRANCH TRIBUTARY	III	4/13/2011	HS-20				1972	24	
M0071 D	BROOKEVILLE ROAD	RR	REDDY BRANCH	IV-P	7/19/2011	HS-25				1994	48	
	BROOKEVILLE ROAD	RR	REDDY BRANCH	IV-P	7/19/2011	HS-25				1994	48	
M0073	- KENSINGTON PARKWAY	PR	ROCK CREEK	I	5/3/2011	UNK				1910	24	1997 repaired
M0074	- CEDAR LANE	A-67	ROCK CREEK	I	8/24/2011	HL-93				1959	24	1996 deck overlay, 2011 superstructure replaced
M0075	- JONES MILL ROAD	PR	ROCK CREEK	I	1/19/2011	HS-20				1969	24	2001 superstructure replaced
M0076	- STONEYBROOK DRIVE	PR	CSXT RAILROAD		6/14/2011	HS-25				2001	24	
M0078	- SPRING STREET	A-263	CSXT RAILROAD and WMATA METRO		4/7/2011	HS-20	54,000	62,000	BEAMS	1968	24	1973 structure extended
M0080-3	- RANDOLPH ROAD (EASTBOUND)	A-69 / M-17	ROCK CREEK	I	7/15/2011	HS-20				1953	24	1966 widened
M0080-4	- RANDOLPH ROAD (WESTBOUND)	A-69 / M-17	ROCK CREEK	I	7/15/2011	HS-20				1951	24	1993 superstructure replaced
M0081	- LYTTONSVILLE PLACE	A-60	HIKER/BIKER TRAIL		6/14/2011	HS-20	18,000	32,000		1966	24	2010 deck repaired
M0083	- BROOKVILLE ROAD	A-60	CSXT RAILROAD		3/24/2011	HS-20	58,000	64,000	PIN AT COLUMN BASE	1977	24	2002 repaired
M0084	- LINDEN LANE	SR	CSXT RAILROAD		9/21/2011	HS-25				1996	24	
									PIER			1986 new deck; 1995 rehabilitated.
M0085	- TALBOT AVENUE	SR	CSXT RAILROAD		3/22/2011	H-20	10,000	10,000	COLUMNS	1918	3	2008 Pier Repairs
M0086	- SUMMIT AVENUE	SR	CSXT RAILROAD		9/21/2011	HS-20				1996	24	
M0090	EAST RANDOLPH ROAD	A-98	PAINT BRANCH	III	9/6/2011	HS-20				1963	24	1999 rehab. & widened
M0091	- FAIRLAND ROAD		PAINT BRANCH	III	2/10/2011	H-20	64,000	64,000	BEAMS	1965	24	
M0092	BEL PRE ROAD	A-40	BEL PRE CREEK	IV	3/31/2011	H-20				1955	24	1969 widened
	BONIFANT ROAD	A-40	NORTHWEST BRANCH	IV	4/13/2011	HS-20				1971	24	
	BRIGGS CHANEY ROAD	A-51	PAINT BRANCH	III	4/11/2011	HS-20				1974	24	
M0095 C	BRIGGS CHANEY ROAD	A-86	LITTLE PAINT BRANCH TRIBUTARY	I	3/24/2011	HS-20				1994	24	
M0096	- GOLD MINE ROAD	PR	HAWLINGS RIVER	IV-P	1/24/2011	UNK	22,000	34,000	BEAMS	1958	12	1992 rehabilitated, 2010 new deck
M0097	- HAVILAND MILL ROAD		PATUXENT RIVER	IV-P		HS-25				1998	24	joint ownership with Howard Co.; inspected & maintained by H.C.
	- HAVILAND MILL ROAD		HAWLINGS RIVER	IV-P	1/25/2011	UNK				1926	24	2000 repaired
	ROBEY ROAD		LITTLE PAINT BRANCH TRIBUTARY	I	6/23/2011	HS-20				1999	48	
	ROBEY ROAD	SR	LITTLE PAINT BRANCH	I	10/16/2007	HS-20				2000	48	
	PEACH ORCHARD ROAD		PAINT BRANCH	III	6/14/2011	HS-20				1990	24	
M0106	- EDNOR ROAD	CA-50	NORTHWEST BRANCH	IV	4/18/2011	HS-20				1990	24	
	BROOKE ROAD		HAWLINGS RIVER TRIBUTARY	IV-P	9/21/2011	H-20				1950	48	1973 rehabilitated; 1990 deck replaced
M0108	- BRIGHTON DAM ROAD	RR	HAWLINGS RIVER	IV-P	3/18/2011	H-20				1920	24	1975 deck replaced
	- SEVEN LOCKS ROAD	SR	CABIN JOHN CREEK	I-P	8/3/2011	HS-20				1980	24	
M0111	- VALLEY ROAD	SR	BOOZE CREEK	I-P	7/13/2011	HS-20	46,000	70,000	BEAMS	1964	24	

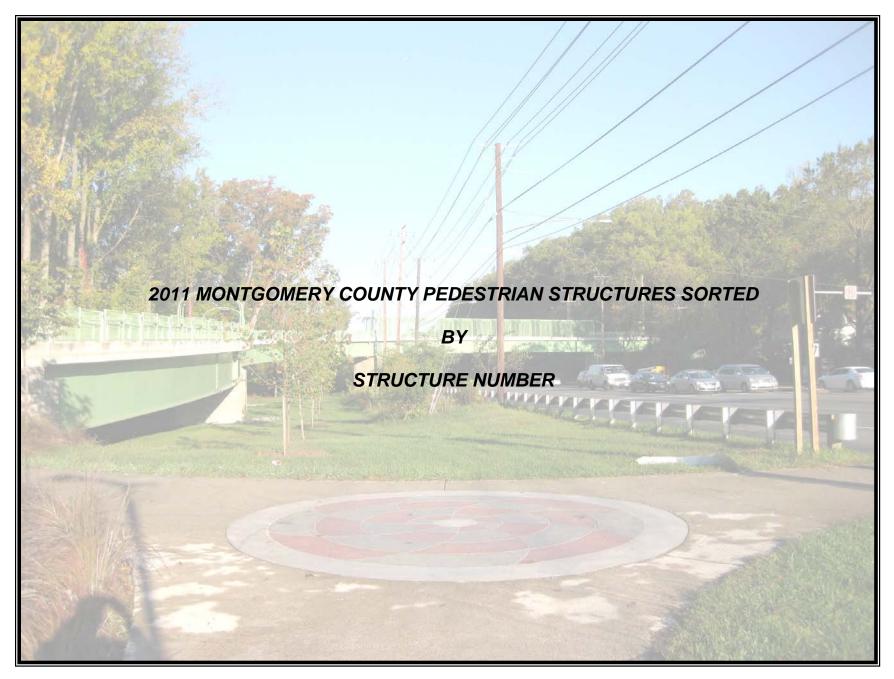
BRIDGE		ROADWAY		WATER	DATE OF	DESIGN	POSTIN	G (LBS)	ELEMENT	YEAR	INSPECT.	
NUMBER	ROADWAY NAME	FUNCTIONAL CLASSIFICATION	CROSSING	USE	LATEST INSPECTION	LOAD	SINGLE UNIT	COMB. UNIT	CONTROL POSTING	BUILT	CYCLE (MONTHS)	REMARKS
M0112	BURNING TREE ROAD	SR	BOOZE CREEK	I-P	7/13/2011	HS-25				1963	24	1999 rehabilitated, 2008 superstructure replaced
M0113	NICHOLSON LANE	A-69	CSXT RAILROAD		9/21/2011	HS-25				2008	24	· · · · · · · · · · · · · · · · · · ·
M0116	- GREENWAY DRIVE	SR	LITTLE FALLS BRANCH TRIBUTARY	I-P	3/9/2011	H-20	46,000	52,000	SLAB	1962	24	
M0117	BRIGHTON DAM ROAD	RR	REDDY BRANCH	IV-P	9/2/2011	H-20				1910	24	1975 superstruc. replaced
M0118 Q	GOOD HOPE ROAD	PR	PAINT BRANCH TRIBUTARY	III	11/24/2007	H-20				1982	48	
M0119 E	GREGG ROAD	RR	HAWLINGS RIVER TRIBUTARY	IV-P	6/23/2011	H-20	62,000	80,000	BEAMS	1958	48	1978 rehabilitated; 1990 deck replaced
M0120	- GRIFFITH ROAD	CR	HAWLINGS RIVER	IV-P	9/2/2011	UNK	38,000	38,000	ARCH	1920	24	
M0121	ZION ROAD	RR	HAWLINGS RIVER	IV-P	2/9/2011	UNK				1930	24	
M0122	SUNDOWN ROAD	CA-14	HAWLINGS RIVER	IV-P	2/9/2011	HS-20				1996	24	
M0123	HOWARD CHAPEL ROAD	RR	HAIGHTS BRANCH	III-P	4/13/2011	UNK				1963	24	1991 new deck
M0124	HOWARD CHAPEL ROAD	RR	PATUXENT RIVER	III-P	1/25/2011	HS-25				2002	24	
M0125	- HIPSLEY MILL ROAD	RR	PATUXENT RIVER	III-P	3/14/2011	UNK				1973	24	joint ownership with Howard Co.; 1996 new deck
M0128	- LONG CORNER ROAD	CR	PATUXENT RIVER	III-P	3/14/2011	HS-20				1968	24	joint ownership with Howard Co.
M0129	HAWKINS CREAMERY ROAD	PR	GREAT SENECA CREEK	I-P	3/16/2011	H-20				1961	24	1992 deck replaced
M0130 F	WOODFIELD SCHOOL ROAD	SR	GREAT SENECA CREEK	I-P	3/16/2011	HS-20				1974	24	
M0131-3	- EAST GUDE DRIVE (EASTBOUND)	M-23	CSXT RAILROAD and WMATA METRO		9/27/2011	HS-20				1989	24	
M0131-4	- EAST GUDE DRIVE (WESTBOUND)	M-23	CSXT RAILROAD and WMATA METRO		9/27/2011	HS-20				1968	12	1981 structure extended; decided not to post
M0132	- EAST DEER PARK DRIVE	A-255	CSXT RAILROAD		5/3/2011	H-15				1945	24	1988 superstruc.replaced; 2000 deck replacement; 2009 timber bents replaced
M0133	- INDIANOLA DRIVE	PR	CSXT RAILROAD and WMATA METRO		5/2/2011	HS-20				1981	24	68.5% MCDPWT 31.5% WMATA
M0134	WARING STATION ROAD	A-289	CSXT RAILROAD		4/13/2011	HS-20				1986	24	
M0135	MOUTH OF MONOCACY ROAD	ERR	CSXT RAILROAD		3/8/2011	HS-20				2007	24	2007 Bridge Replaced
M0137	- SCHAEFFER ROAD	RR	LITTLE SENECA CREEK	III-P	9/1/2011	UNK	50,000	64,000	BEAMS	1925	24	
M0138	- WHITE GROUND ROAD	ERR	BUCKLODGE BRANCH	I-P	3/15/2011	UNK	34,000	34,000	ABUTMENTS	1925	24	decide to post for 17 tons based on condition of substructure; 1972 new deck; 1990 substructure rehab.; currently under construction for replacement
M0139	INWOOD AVENUE	PR	SLIGO CREEK TRIBUTARY	I	4/19/2011	HS-25				1956	24	2006 superstructure replaced
M0140	RIFFLE FORD ROAD	A-103	GREAT SENECA CREEK	IV-P	8/25/2011	H-20	56,000	68,000	BEAMS	1952	24	1971 widened
M0141	HUNTMASTER ROAD	SR	GOSHEN BRANCH	I-P	7/6/2011	HS-20				1974	24	1989 repaired, 2009 new deck
M0143 C	SEVEN LOCKS ROAD	A-79	CABIN JOHN CREEK	I-P	6/15/2011	HS-20				1960	24	1981 & 1992 extended
M0144 C	DEMOCRACY BOULEVARD	M5	CABIN JOHN CREEK	I-P	6/15/2011	HS-20				1968	24	
M0145	TUCKERMAN LANE	A-71	CABIN JOHN CREEK	I-P	6/10/2011	HS-20				1966	24	
	TILDEN LANE	PR	OLD FARM CREEK	I-P	6/21/2011	HS-20				1972	24	
	CHANDLEE MILL ROAD	PR	JAMES CREEK	IV-P	6/14/2011	HS-20				1972	24	
	GLEN ROAD	RR	SANDY BRANCH	I-P	8/8/2011	H-15	34,000	34,000	SLAB	1930	48	1992 repaired
	GLEN ROAD	RR	GREENBRIAR BRANCH	I-P	8/8/2011	UNK	26,000	26,000	SLAB	1930	48	
M0150	PEACH TREE ROAD	RR	CSXT RAILROAD		1/29/2011	HS-25				2000	24	
M0152 C	RANNOCH ROAD	SR	MINNEHAHA BRANCH	I-P	6/24/2011	UNK				1920	24	1995 repaired
M0154	-TWINBROOK PARKWAY	A-37	CSXT RAILROAD and WMATA METRO		9/21/2011	HS-25				1963	24	1998 rehab, new superstructure
M0155	- CATTAIL ROAD	SR	DRY SENECA CREEK	I-P	9/13/2011	HS-20				1975	24	
M0156	DENNIS AVENUE	A-59	SLIGO CREEK	I	9/6/2011	HS-20				1999	24	
M0157 E	BURNT HILL ROAD	RR	LITTLE BENNETT CREEK	III-P	7/18/2011	OTHER	30,000	30,000	BEAMS	1955	12	
M0158 E	WEST WILLARD ROAD	RR	HORSEPEN BRANCH TRIBUTARY	I-P	6/21/2011	HS-20				1988	48	
M0159	NORWOOD ROAD	A-51 / M-18	NORTHWEST BRANCH	IV	2/18/2011	HS-25				2002	24	
	ASHLEY DRIVE	SR	BOILING CREEK	I	6/25/2007	HS-20				1973	48	
M0161 E	KENSINGTON PARKWAY	PR	SILVER CREEK	T	8/8/2011	H-20	22,000	40,000	PIPE SEAMS	1974	48	·

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M0162	- WAYNE AVENUE	A-76	SLIGO CREEK	I	1/24/2011	HS-25				1960	24	2004 superstructure replaced
	MARTINSBURG ROAD	ERR	POTOMAC RIVER TRIBUTARY	I-P	8/30/2007	OTHER				1930	48	
M0165 F	JONES MILL ROAD	PR	COQUELIN RUN	I	6/14/2011	H-20				1949	24	2000 rehabilitated
	PARKING LOTS OFF RIVER RD.		WILLETT BRANCH	I-P	9/14/2011	OTHER				1956	12	decide not to post; ownership to be determined
	STONEYBROOK DRIVE	_	ROCK CREEK TRIBUTARY	I	6/26/2007	OTHER				1969	48	
	TUCKERMAN LANE	A-71	SNAKEDEN BRANCH	I-P	6/10/2011	HS-20				1966	24	
	- AMBLESIDE DRIVE	SR	WATTS BRANCH	I-P	7/7/2011	H-15	42,000	44,000	BEAMS	1970	24	
	MONTGOMERY VILLAGE AVE.  MONTGOMERY VILLAGE AVE.	A-295 A-295	CABIN BR. & MONT. VILL. GOLF COURSE UNDERPASS NORTH CREEK	I-P I-P	3/18/2011 4/13/2011	H-20 H-20				1972 1972	24 24	
	D DRIVEWAY OFF RIVER ROAD	A-293	WILLETT BRANCH	I-P	9/29/2007	HS-20				1972	48	ownership to be determined
	BUTLER ROAD AND CRESCENT TRAIL	SR	WILLETT BRANCH	I-P	10/17/2011	OTHER	42,000	60,000	TOP/BOT SLABS	1961	48	ownership to be determined
M0180 C	C GREENTREE ROAD	PR	BOOZE CREEK	I-P	6/24/2011	H-20			SLADS	1949	24	
	C EDWARDS FERRY ROAD	RR	BROAD RUN	I-P	6/3/2011	HS-20	64,000	70,000	SLAB	1982	24	
	B GOOD HOPE ROAD	PR	PAINT BRANCH	III	6/23/2011	H-15	38,000	38,000	SLAB	1920	48	1974 widened
	- WHITES FERRY ROAD	RR	BROAD RUN	I-P	7/6/2011	H-15	,	,		1931	24	2006 Load Test
M0187 E	WHITES FERRY ROAD	CA-35	BROAD RUN TRIBUTARY	I-P	7/18/2011	H-15	8,000	16,000	SLAB	1920	12	
M0188	- WHITES FERRY ROAD	CA-35	BROAD RUN TRIBUTARY	I-P	1/17/2011	HS-25				1998	24	
	WHITES FERRY ROAD	A-35	BROAD RUN TRIBUTARY	I-P	7/18/2011	OTHER	8,000	14,000	SLAB	1920	12	
	- SHADY GROVE ROAD (EASTBOUND)	A-42	CSXT RAILROAD		4/27/2011	HS-20				1976	24	
	- SHADY GROVE ROAD (WESTBOUND)	A-42	CSXT RAILROAD		4/27/2011	HS-20				1976	24	
	SHADY GROVE ROAD	A-42	MILL CREEK TRIBUTARY	IV	7/19/2011	HS-20				1975	12	decide not to post
	C SHADY GROVE ROAD	A-42	MILL CREEK	IV	4/21/2011	HS-20	52,000	00.000	GI AD	1975	12	decide not to post
M0194 M0195 I	- DENNIS AVENUE TRAVILAH ROAD	A-59 PR	SLIGO CREEK TRIBUTARY SANDY BRANCH	I I-P	7/21/2011 6/21/2011	HS-20 OTHER	52,000	80,000	SLAB	1961 1954	24 48	
M0196	- EDNOR ROAD	CA-50	PATUXENT RIVER	I-P		H-20				1953	24	joint ownership with Howard Co.; Howard Co. Browns Bridge Road; inspected & maintained by H.C.; 1998 rehabilitated
	BETHESDA CHURCH ROAD	CA-10	BENNETT CREEK TRIBUTARY	I-P	6/27/2007	UNK				1995	48	
	PENNYFIELD LOCK ROAD	RR	UNNAMED STREAM	I-P	9/13/2011	OTHER	12,000	24,000	SLAB	1930	48	1990 repaired
	- BALTIMORE ROAD	SR	ROCK CREEK	I	7/21/2011	UNK				1911	24	1990 repaired
	BURNT HILL ROAD	RR	TRIB. TO LITTLE BENNETT CREEK	III-P	7/18/2011	OTHER	50,000	80,000	SLAB	1949	48	
	REDLAND ROAD RANDOLPH ROAD	A M-17	CSXT RAILROAD and WMATA METRO NORTHWEST BRANCH	IV	7/20/2011 6/24/2011	HS-20 HS-20	64,000	80,000		1980 1976	24 24	
M0204 C	- CRABBS BRANCH WAY	M-17 A-262	METRO ACCESS ROAD		7/28/2011	HS-20	64,000	80,000		1976	24	
M0207 C	C CRABBS BRANCH WAY	A-262	CRABBS CREEK	IV	9/13/2011	HS-20				1982	24	
M0208 -	- LAKE POTOMAC DRIVE	SR	WATTS BRANCH	I-P	6/22/2011	HS-20				1985	24	
M0211 -	- MONTROSE ROAD	A-293	RAMP TO I-270		7/26/2011	HS-20				1990	24	
M0219 F	MIDCOUNTY HIGHWAY	M-83	MILL CREEK	IV	4/21/2011	HS-20				1984	24	
	B BALTIMORE ROAD	SR	TRIB. TO ROCK CREEK	I	6/13/2007	UNK				1950	48	1990 repaired
	STRINGTOWN ROAD	SR	TRIB. TO LITTLE SENECA CREEK	IV-P	6/13/2007	HS-20				1992	48	<u> </u>
	- WATKINS MILL ROAD	A-17	CABIN BRANCH	I-P	8/11/2011	HS-20				1990	24	
	- WATKINS MILL ROAD	A-17	GREAT SENECA CREEK	I-P	7/20/2011	HS-20				1990	24	
	- GAME PRESERVE ROAD	SR	TRIB. TO GREAT SENECA CREEK	I-P	6/16/2011	HS-20				1990	24	
	FOREST GLEN ROAD	A-57	SLIGO CREEK	I	5/23/2011	HS-20				1974	24	
	HAWKINS CREAMERY ROAD	PR M 20	TRIB. TO GREAT SENECA CREEK	I-P	7/19/2011	HS-20				1989	48	
M0229 -	- BRIGHTON DAM ROAD	M-28 A-15	TRIB. TO SHADY BRANCH BRIGHTON DAM AND TRIADELPHIA RESV.	I-P IV-P	9/21/2011	HS-20 HS-25				1991	24	joint ownership with Howard Co.; inspected by M.C. & maintained by H.C.; 2001 reconstructed
	MARTINSBURG ROAD	CA-4	LITTLE MONOCRACY RIVER TRIB.	I-P	8/30/2007	OTHER			· · · ·	1930	48	1998 reconstructed
	KINSTER DRIVE	SR	LITTLE SENECA CREEK TRIB.	I-P	6/2/2011	HS-20				1994	24	
M0232 F	P RANWORTH DRIVE	SR	LITTLE SENECA CREEK	III-P	6/2/2011	HS-20				1994	24	1

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M0233 D	VALLEY DRIVE	SR	TRIB. TO PINEY BRANCH	I-P	10/13/2007	HS-20				1993	48	
M0234 D	CAVANAUGH DRIVE	PR	PINEY BRANCH	I-P	6/14/2007	UNK				1993	48	
M0235 B	EAST RANDOLPH ROAD	M-17	UPPER HOLLYWOOD BRANCH	III	6/23/2011	HS-20				1991	48	
M0237 P	DEMOCRACY BLVD	A-73	BUCK BRANCH TRIBUTARY	I-P	2/7/2011	HS-20				1989	24	
M0238	- AIRPARK ROAD	A-268	TRIB.TO ROCK CREEK	III	2/8/2011	HS-20				1994	24	
M0239 D	FOUNDERS WAY	SR	WILDCAT BRANCH TRIBUTARY	III-P	6/24/2007	HS-20				1993	48	
M0240 C	DEMOCRACY BVLD	A-73	BUCK BRANCH	I-P	2/4/2011	HS-20				1988	24	
	WATKINS MILL ROAD	A-17	WHETSTONE RUN	I-P	9/26/2011	HS-25				1997	24	formerly MG-01
	ROCKING HORSE ROAD	PR	ROCK CREEK TRIBUTARY	I	9/16/2007	UNK				1963	48	
	SCHUYLKILL ROAD		ROCK CREEK TRIBUTARY	I	9/16/2007	UNK				1958	48	
	OAKVIEW DRIVE	PR	NORTHWEST BRANCH TRIBUTARY	IV	8/31/2007	H-20				1955	48	
	DANVILLE DRIVE	SR	CABIN JOHN CREEK TRIBUTARY	I-P	7/25/2007	UNK	64,000	80,000	PIPE SEAMS	1966	48	
	SAUL ROAD		SILVER CREEK	I	6/14/2011	HS-25				1996	48	
	WESTLAKE TERRACE/FERNWOOD RD.	A-85	I - 270		7/28/2011	HS-25				1994	24	2004 Widened
	LOVEJOY STREET	SR	NORTHWEST BRANCH TRIBUTARY	IV	6/26/2007	UNK				1962	48	1998 repaired
	GOLDLEAF DRIVE	SR	MINNEHAHA BRANCH	I-P	3/9/2011	HS-20				1985	24	
	FATHER HURLEY BLVD (EASTBOUND)	M-27	FUTURE CENTURY BLVD		7/7/2011	HS-25				1995	24	
	FATHER HURLEY BLVD (WESTBOUND)	M-27	FUTURE CENTURY BLVD		7/7/2011	HS-25				1995	24	
	FATHER HURLEY BLVD (EASTBOUND)	M-27	I-270		7/20/2011	HS-25				1995	24	
	FATHER HURLEY BLVD (WESTBOUND)	M-27	I-270		7/20/2011	HS-25				1995	24	
	MATENY ROAD	A-290	TRIBUTARY TO GUNNERS BRANCH	I-P	5/30/2007	H-20				1997	48	
	FATHER HURLEY BLVD	M-27	TRIB. TO LITTLE SENECA CREEK	I-P	7/15/2011	HS-20				1995	24	
M0254 C	DORSET AVENUE	SR	WILLETT BRANCH	I-P	9/13/2011	HS-25				1999	24	formerly MPK-14
M0256 P	LAURIE DRIVE	SR	HOLLYWOOD BRANCH	III	2/10/2011	UNK				1965	24	date built estimated; 1998 repaired
M0257	WASHINGTONIAN BLVD.	A-261a	SAM EIG HIGHWAY		8/17/2011	HS-25				1998	24	
	MACARTHUR BLVD.	A-300	CAPITAL CRESENT TRAIL		7/16/2009	UNK				1910	48	
	- WICKHAM ROAD	SR	TRIB. TO ROCK CREEK NORTH BRANCH	III	8/10/2011	UNK				2002	24	built by developer
	- WICKHAM ROAD	SR	TRIB. TO ROCK CREEK NORTH BRANCH	III	8/10/2009	UNK				2002	24	built by developer
	TACKBROOKE DRIVE	SR	TRIB. TO ROCK CREEK NORTH BRANCH	III	8/10/2011	UNK				2002	24	built by developer
	CENTERWAY ROAD		WHETSTONE ELEM. SCHOOL PEDESTRIAN UNDERPASS		7/9/2009	UNK				1971	48	formerly P-02; permit 66-220
	STEDWICK ROAD	PR	STEDWICK ELEM. SCHOOL PEDESTRIAN UNDERPASS		7/18/2009	UNK				1972	48	formerly P-12; permit 571-113
	STEDWICK ROAD	A-276	MONT. VILLAGE MALL PEDESTRIAN UNDERPASS		7/20/2009	UNK				1969	48	formerly P-13; permit 66-218
	WATKINS MILL ROAD	A-17	UNNAMED PEDESTRIAN UNDERPASS		7/20/2009	UNK				1966	48	formerly P-15; permit 66-219
	SHADY GROVE ROAD	M-42	UNNAMED PEDESTRIAN UNDERPASS		7/23/2009	HS-20				1976	48	formerly P-23
	EAST RANDOLPH ROAD	A-98	TRIBUTARY TO PAINT BRANCH	III	7/17/2009	HS-20				1999	48	
	CASHELL ROAD	A-44	TRIBUTARY TO ROCK CREEK NORTH BRANCH	III	5/1/2009	UNK			1	1972	48	
	MACDUFF AVE.	SR	TRIBUTARY TO ROCK CREEK NORTH BRANCH	III	5/1/2009	UNK			1	2004 1980	48	
	MACDUFF AVE.	SR	TRIBUTARY TO ROCK CREEK NORTH BRANCH	III	5/1/2009	UNK			-		48	1 201 1 1
	HINES ROAD	A-49 A-74	TRIBUTARY TO ROCK CREEK NORTH BRANCH	III	5/1/2009 6/22/2009	UNK				1981	48	built by developer
	WARING STATION ROAD	PR	GUNNERS BRANCH TRIBUTA BY TO DOCK CREEK	I-P		UNK				UNK	48	built by developer
	BAUER ROAD INDEPENDENCE STREET		TRIBUTARY TO ROCK CREEK TRIBUTARY TO ROCK CREEK	I	8/20/2009 8/17/2009	UNK UNK			-	1960 1970	48 48	built by developer
	ELIZABETH STREET	SR	TRIBUTARY TO ROCK CREEK	I	8/17/2009	UNK			-	1970	48	built by developer
	SHEFFIELD MANOR DRIVE	SR SR	TRIBUTARY TO ROCK CREEK TRIBUTARY TO LITTLE PAINT BRANCH	Ī	7/9/2009	UNK			<del> </del>	1965	48	built by developer built by developer
	FATHER HURLEY BLVD.		LITTLE SENECA CREEK	III-P	6/22/2009	UNK			<del> </del>	2000	48	built by developer built by developer, Extended 2011
	SPARTAN ROAD	M-27 A-47	TRIBUTARY TO JAMES CREEK	III-P IV-P	8/26/2009	UNK			<del> </del>	UNK	48	built by developer, Extended 2011 built by developer
	OLD BALTIMORE ROAD	PR-13	TRIBUTARY TO JAMES CREEK TRIBUTARY TO JAMES CREEK	IV-P	8/26/2009	UNK			<del> </del>	1985	48	built by developer built by developer
	OLD BALTIMORE ROAD	PR-13 PR-13	TRIBUTARY TO JAMES CREEK TRIBUTARY TO JAMES CREEK	IV-P	8/26/2009	UNK			<del> </del>	1985	48	built by developer built by developer
	PEACH LEAF COURT	SR	TRIBUTARY TO MUDDY BRANCH	I-P	6/3/2009	UNK			<del> </del>	UNK	48	built by developer
	OUINCE MILL DRIVE	SR	TRIBUTARY TO MUDDY BRANCH	I-P	6/3/2009	UNK			<del> </del>	1971	48	built by developer
	BUNCHBERRY LANE	SR	TRIBUTARY TO MUDDY BRANCH	I-P	6/3/2009	UNK			<del> </del>	UNK	48	built by developer
	DUFIEF DRIVE	SR	TRIBUTARY TO MUDDY BRANCH	I-P	6/3/2009	UNK				UNK	48	built by developer
	GREY FOX ROAD	SR	TRIBUTARY TO PINEY BRANCH	I-P	7/9/2009	UNK			<del> </del>	2000	48	built by developer
	FALLS ROAD	M-14	TRIBUTARY TO POTOMAC RIVER	I-P	7/16/2009	UNK			<del> </del>	UNK	48	formerly SHA X15222
	FALLS ROAD	M-14 M-14	TRIBUTARY TO POTOMAC RIVER	I-P	7/8/2011	UNK			<del> </del>	1940	24	formerly SHA X15222
	B COMUS ROAD	RR	TRIBUTARY TO LITTLE MONOCACY RIVER	I-P	6/3/2009	UNK			<b>+</b>	1935	48	formerly SHA X15064
	10000110	1111	THE COURT TO BE THE MOTOCINET MY EN	1 44	0/3/2007	CITIE			1	UNK	48	101110117111111111111111111111111111111

BRIDGE		ROADWAY		WATER	DATE OF	DESIGN	POSTIN	G (LBS)	ELEMENT	YEAR	INSPECT.	
NUMBER	ROADWAY NAME	FUNCTIONAL CLASSIFICATION	CROSSING	USE	LATEST INSPECTION	LOAD	SINGLE UNIT	COMB. UNIT	CONTROL POSTING	BUILT	CYCLE (MONTHS)	REMARKS
M0298 Q	PERSIMMON TREE RD	A-77	CONGRESSIONAL CC UNDERPASS		7/29/2009	UNK				1977	48	formerly SHA X15244
M0299 B	WHITE GROUND ROAD	ERR	TRIBUTARY TO SENECA CREEK	I-P	6/3/2009	UNK				1925	48	formerly SHA X15203
	WHITE GROUND ROAD	ERR	TRIBUTARY TO SENECA CREEK	I-P	6/3/2009	UNK				1925	48	formerly SHA X15204
	APPLE RIDGE ROAD	PR	UNNAMED PEDESTRIAN UNDERPASS		8/26/2009	UNK				1980	48	permit G.P. 76-072
M0302 B	COMUS ROAD	RR	TRIBUTARY TO LITTLE MONOCACY RIVER	I-P	6/3/2009	UNK				1930	48	built by developer
	BONIFANT ROAD	A-40	TRIBUTARY TO NORTHWEST BRANCH	IV	5/1/2009	UNK				1988	48	
M0304 D	BONIFANT ROAD	A-40	TRIBUTARY TO NORTHWEST BRANCH	IV	5/1/2009	UNK				1988	48	
	PLYERS MILL ROAD	A-62	SILVER CREEK	I	8/8/2011	H-15				1948	48	formerly MK-01
	OLNEY MILL ROAD		REDDY BRANCH TRIBUTARY	IV-P	6/13/2007					1969	48	2003 invert paved
M0307	NORBECK ROAD	M-18	NURSERY RUN	IV	4/19/2011	HS-25				2002	24	•
	GERMANTOWN ROAD	M-61	GREAT SENECA CREEK TRIBUTARY	I-P	10/15/2007	HS-20				1989	48	
	GERMANTOWN ROAD	M-61	GREAT SENECA CREEK TRIBUTARY	I-P	10/15/2007	HS-20				1989	48	
	BLUNT ROAD SOUTH	SR	GREAT SENECA CREEK TRIBUTARY	I-P	6/13/2007					2002	48	
	BLUNT ROAD SOUTH	SR	GREAT SENECA CREEK TRIBUTARY	I-P	6/24/2007					2002	48	
	MONTROSE ROAD	A-90	OLD FARM CREEK TRIBUTARY	I-P	6/21/2011	HS-20				1971	48	
	BRYANTS NURSERY ROAD	RR	NORTHWEST BRANCH TRIBUTARY	IV	10/16/2007	HS-20				2001	48	
	MOLINE ROAD	SR	JOSEPH'S BRANCH TRIBUTARY	I	10/16/2007	HS-20				1974	48	
	MONTROSE ROAD	A-90	OLD FARM CREEK	I-P	9/1/2011	HS-25				2008	24	
	KENDALE ROAD	PR	KEN BRANCH	I-P	6/24/2011	HS-20				2002	24	
	HAWKINS LANDING DRIVE	SR	GREAT SENECA CREEK TRIBUTARY	I-P	9/30/2011	UNK				2002	24	
	HAWKINS LANDING DRIVE	SR	GREAT SENECA CREEK TRIBUTARY	I-P	8/26/2009	HS-20				2002	48	-
M0319	OLD BALTIMORE ROAD	PR-13	JAMES CREEK	IV-P	9/21/2011	HS-20				1998	24	-
M0320	OLD BALTIMORE ROAD OLD BALTIMORE ROAD	PR-13	JAMES CREEK TRIBUTARY	IV-P	9/21/2011	HS-20				1998	24	
	OLD BALTIMORE ROAD OLD BALTIMORE ROAD	PR-13	JAMES CREEK TRIBUTARY	IV-P	8/26/2009	HS-20				1998	48	-
	TUCKERMAN LANE	A-71	ROCK CREEK TRIBUTARY	I I	8/26/2009	HS-20 HS-20				1998	48	-
	PRINCE PHILLIP DRIVE	CA-46 PR	LAKE HALLOWELL TRIBUTARY	IV-P	5/8/2007	UNK UNK				UNK	48 48	
	BROAD GREEN DRIVE HEADWATERS LANE	SR	KILGOUR BRANCH	I-P III	10/28/2007 5/8/2007	UNK				UNK	48	
	JERUSALEM ROAD	RR	ROCK CREEK NORTH BRANCH TRIBUTARY DRY SENECA CREEK	I-P	11/4/2007	UNK				UNK	48	
				I-P		UNK						
	CLARKSBURG ROAD WISTERIA DRIVE	CA-27 CA-74	FAHRNEY BRANCH		5/13/2011	UNK				UNK	48 48	
			UNNAMED PEDESTRIAN UNDERPASS		5/18/2011							
	QUERY MILL ROAD	RR	MUDDY BRANCH TRIBUTARY	I-P	10/17/2011	UNK UNK				1920 UNK	48 48	
	STONEY CREEK ROAD	RR	SANDY BRANCH TRIBUTARY	I-P	10/28/2007							
	MONTROSE PARKWAY	F-10	OLD FARM CREEK	I-P	9/1/2011	HS-25				2007	24	
	MONTROSE PARKWAY	F-10	OLD FARM CREEK TRIBUTARY	I-P	9/1/2011	HS-27				2007	24	
	MONTROSE PARKWAY	F-10	OLD FARM CREEK TRIBUTARY	I-P	7/8/2008	HS-27				2008	48	
	DECOVERLY DRIVE	A-284	TRIBUTARY TO MUDDY BRANCH	I-P	9/20/2011	HS-25				2006	24	built by developer
	SKYLARK ROAD	PR-2	LITTLE SENECA CREEK	IV-P	6/16/2011	HS-25			-	2006	24	built by developer
	BALTIMORE AVENUE	PR	WILLETT BRANCH TRIBUTARY	I-P	9/1/2009	UNK				1985	48	Emergency vehicle use only
	DUFIEF MILL ROAD	A-32	RICH BRANCH	I-P	8/24/2009	UNK			-	1967	48	<b>+</b>
	DUFIEF MILL ROAD CEDAR LANE	PR-3 A-67	TRIBUTARY TO MUDDY BRANCH TRIBUTARY TO ROCK CREEK	I-P I	9/28/2009	UNK HS-20				1960 1955	48	1959 RCCP Constructed, 1973
`	BEXHILL DRIVE	PR	SILVER CREEK	I	8/3/2011	HS-20				1939	24	Extended 1985 Reconstructed
	FATHER HURLEY BOULEVARD		SILVER CREEK CSXT RAILROAD	1	9/20/2011	HS-25			1	2010	24	1703 Reconstructed
		PR-10		I-P		UNK				1968	48	-
	BELLS MILL ROAD	PR-10 A-7	BUCK BRANCH	I-P I-P	5/20/2011 8/22/2011					1968	48	-
	WEST OLD BALTIMORE ROAD		TRIBUTARY TO LITTLE SENECA CREEK			UNK						
	PLYERS MILL ROAD		TRIBUTARY TO SLIGO CREEK	I	5/20/2011	UNK	46,000	70.000		1965	48	
	DAYTON STREET	PR	TRIBUTARY TO SLIGO CREEK		5/27/2011	UNK	46,000	70,000	-	1965	24	<u> </u>
	LOCKSLEY LANE	PR-8	TRIBUTARY TO NORTHWEST BRANCH	IV	8/8/2011	UNK			-	1970	48	<u> </u>
	BEAUMONT ROAD	PR	TRIBUTARY TO NORTHWEST BRANCH	IV	8/9/2011	UNK			-	1970	48	<b>+</b>
	KEMP MILL ROAD	A-55	TRIBUTARY TO NORTHWEST BRANCH	IV	3/22/2011	UNK			1	1964	24	1 711 004
M0351	FDA BOULEVARD	CA	TRIBUTARY TO PAINT BRANCH	III	3/22/2011	HS-25				2010	24	built by GSA
M0352	GARRETT PARK ROAD	PR	ROCK CREEK	I	2/4/2011	HS-20				1965	12	County owned and maintained; Formely known as MPK-04
M0353	ELMHIRST PARKWAY		ROCK CREEK TRIBUTARY	I	5/9/2011	UNK	10,000	18,000	PIPE	1940	24	County owned and maintained; Formely known as MPK-13
M0354	ANDREW STREET	PR	ROCK CREEK TRIBUTARY	I	9/20/2011	UNK			BEAMS	1960	24	

PRIDCE	BRIDGE BOADWAY NAME			WATER	DATE OF	DESIGN	POSTING (LBS)		ELEMENT	YEAR	INSPECT.	
NUMBER	ROADWAY NAME	FUNCTIONAL CLASSIFICATION	CROSSING		LATEST INSPECTION	LOAD	SINGLE UNIT	COMB. UNIT	CONTROL POSTING	BUILT	(MONTHS)	REMARKS
M0355	- WISCONSIN AVENUE	M	BETHESDA METRO UNDERPASS		5/27/2011	HS-20				1984	24	County owned and maintained
M0356 C	BRIARDALE ROAD	PR	MILL CREEK TRIBUTARY	IV						1972	48	
M0357 I	POOKS HILL ROAD	CA	ROCK CREEK TRIBUTARY	I						1950	48	
M0358 -	- EDISON PARK DRIVE		TRUCK LOADING DOCKS		3/8/2012	UNK				1968	24	
M0359 Q	CENTERWAY ROAD	CA	TRIBUTARY TO CABIN BRANCH	I-P						1971	48	
MG-02 F	BUREAU DRIVE	A	TRIB. TO CLOPPER LAKE	I-P	1/24/2011	HS-20				1982	24	
MG-03 F	RABBITT ROAD	SR	TRIB. TO CLOPPER LAKE	I-P	1/24/2011	HS-20				1982	24	
MG-04 -	- UPSHIRE CIRCLE	SR	SHADY BRANCH	I-P	5/2/2011	HS-20				1990	24	
	VICTORY FARM DRIVE	A-267	TRIB. TO WHETSTONE RUN	I-P	6/16/2011	HS-20				1980	24	
MG-06 Q	SOLITAIRE COURT ENTRANCE	SR	TRIBUTARY TO CLOPPER LAKE	I-P	5/18/2011	UNK				1984	48	
	DIAMOND DRIVE	PR	TRIBUTARY TO CLOPPER LAKE	I-P	8/21/2009	UNK				1965	48	
	FREDERICK AVENUE		SILVER CREEK	I	9/6/2011	H-15	52,000	70,000	BEAMS	1990	48	
MK-03	- KENSINGTON PARKWAY	PR	SILVER CREEK	I	5/3/2011	UNK				1940	24	
MK-04	- KENT STREET	SR	SILVER CREEK	I	5/23/2011	OTHER	14,000	26,000	STRUCT PLATE	1940	24	2007 Gunnite applied to steel arch and footings
MPK-01-1	- LITTLE FALLS PARKWAY (N.B.)		WILLET BRANCH	I-P	6/27/2011	HS-25				1958	24	2005 superstructure replaced
MPK-01-2 -	- LITTLE FALLS PARKWAY (S.B.)		WILLET BRANCH	I-P	6/28/2011	H-20				1963	24	
MPK-02 C	LITTLE FALLS PARKWAY		WILLET BRANCH	I-P	6/28/2011	H-20	24,000	46,000	SLAB	1958	24	
MPK-03	- PARK VALLEY ROAD	SR	SLIGO CREEK	I	9/13/2011	H-20	30,000	30,000	BEAMS	1931	24	decide to post for 15 tons
MPK-05	- BEACH DRIVE	SR	ROCK CREEK TRIBUTARY	I	9/1/2011	HS-20				1965	24	
MPK-06 C	BEACH DRIVE	SR	ROCK CREEK	I	8/17/2011	HS-20				1966	24	
MPK-08 -	- BEACH DRIVE	SR	ROCK CREEK	I	9/12/2011	HS-20				1968	24	
MPK-09 -	- BEACH DRIVE	SR	ROCK CREEK	I	3/31/2011	HS-20	20,000	20,000	ABUT & PIER	1962	12	1995 new deck & beams
MPK-11 C	BEACH DRIVE	SR	ROCK CREEK TRIBUTARY	I	5/23/2011	HS-20				1968	24	
MPK-12 C	BEACH DRIVE	SR	ROCK CREEK TRIBUTARY	I	5/23/2011	HS-20				1968	24	
MPK-15 F	R SILGO CREEK PARKWAY	SR	SLIGO CREEK TRIBUTARY	I	4/20/2011	UNK				1996	24	
MPK-16	BROOKSIDE VISITORS CENTER		NORTHWEST BRANCH TRIBUTARY	IV	9/6/2011	UNK				1999	24	
MPK-17	- PARKLAWN ENTRANCE		ROCK CREEK	I	9/12/2011	UNK	30,000	44,000	BEAMS	1950	24	2002 deck reconstructed
MPK-18 (	AGRICULTURAL HISTORY FARM PARK		ROCK CREEK	III	5/13/2011	UNK				1960	48	
MPK-19 E	WHEATON CLARIDGE PARK ENTRANCE		TRIB. TO ROCK CREEK	I	5/13/2011	UNK				UNK	48	
MPK-20 (	GUNNERS BRANCH PARK ENTRANCE		TRIB. TO GUNNERS BRANCH	I-P	5/18/2011	UNK				1995	48	
MPK-21	- HYATTSTOWN MILL ROAD		LITTLE BENNETT CREEK TRIBUTARY	III-P	3/8/2011	HS-20				2006	24	
MPK-24	- BEACH DRIVE	SR	SILVER CREEK	I	2/7/2011	UNK				1964	24	
MPK-25	- J.E.B. STUART TRAIL		TRIB. TO LITTLE MONOCACY	I-P	4/11/2011	HS-27				2010	24	
MPK-26 E	MAYDALE CONSERVATION PARK ENT		PAINT BRANCH	III		HS-27				2011	48	
MR-01 -	- EDMONSTON DRIVE	SR	CSXT RAILROAD and WMATA METRO		9/21/2011	HS-20				1981	24	
MR-03	- HURLEY AVENUE	SR	WATTS BRANCH TRIBUTARY	I-P	5/19/2011	H-20	40,000	50,000	BEAMS	1969	24	
MR-04 -	- WOOTTON PARKWAY	A-72	WATTS BRANCH	I-P	5/20/2011	HS-20				1971	24	
MR-05 C	WATTS BRANCH PARKWAY	SR	WATTS BRANCH	I-P	5/19/2011	HS-20				1970	24	
MR-06	- SCOTT DRIVE	PR	WATTS BRANCH	I-P	1/19/2011	HS-20	48,000	70,000	BEAMS	1990	24	
MR-07	NELSON STREET	SR	WATTS BRANCH	I-P	6/21/2011	H-20				1955	24	
MR-08 C	WOOTTON PARKWAY	A-72	WATTS BRANCH TRIBUTARY	I-P	5/19/2011	HS-20				1971	24	
MR-11	- GUDE DRIVE WEST	M-23	I-270		7/21/2011	HS-20				1985	24	
	- WOOTTON PARKWAY	A-72	I-270		7/21/2011	HS-20				1990	24	
	- CROFTON HILL LANE		WATTS BRANCH TRIBUTARY	I-P	2/7/2011	HS-20				1990	24	
	MONROE STREET	SR	TRUCK STREET		8/31/2011	HS-20				1996	24	Fracture Critical beams
	WOOTTON PARKWAY	A-72	CABIN JOHN CREEK	I-P	2/24/2011	UNK				1991	24	
	WOOTTON PARKWAY	A-72	TRIB. TO CABIN JOHN CREEK	I-P	2/24/2011	HS-20				1991	24	
MR-18	- DRIVEWAY OFF AINTREE DRIVE		WATTS BRANCH	I-P	8/31/2011	UNK				2009	24	
MR-19	- FALLSGROVE DRIVE	PR	WATTS BRANCH TRIBUTARY	I-P	4/11/2011	HS-20				2003	24	
	- PRESERVE PARKWAY		CABIN JOHN CREEK	I-P	4/6/2011	HS-20				2006	24	
	WATKINS POND BOULEVARD	PR	EQUALIZATION FOR SWM PONDS	I-P	9/30/2009	HS-20				2006	48	
	PRESERVE PARKWAY	M	CABIN JOHN CREEK TRIBUTARY	I-P	4/6/2011	HS-20				1999	24	
	TOWER OAKS BOULEVARD		CABIN JOHN CREEK	I-P	2/24/2011	UNK				1975	24	
	- FALSTONE AVENUE	SR	TRIB. TO LITTLE FALLS BRANCH	I-P	5/9/2011	UNK	14,000	26,000	BEAMS	1965	24	
	- MAPLE AVENUE	PR	SLIGO CREEK	I	8/17/2011	UNK	26,000	48,000	SLAB	1930	12	
MT-02	- FLOWER AVENUE	SR	SLIGO CREEK	I	8/17/2011	HS-20	12,000	18,000	BEAMS	1930	12	



# 2011 MONTGOMERY COUNTY PEDESTRIAN STRUCTURES SORTED BY STRUCTURE NUMBER

STRUCTURE NUMBER	ROAD NEAR THE STRUCTURE	CROSSING	STRUCTURAL TYPE	LENGTH	WIDTH	ADC STREET GRID	YEAR BUILT	INSPECT. CYCLE (MONTHS)	DATE OF LATEST INSPECTION	REMARKS
P-01	BRAIRWOOD TERRACE	OVER ROCK CREEK TRIBUTARY	CORRUGATED METAL DECK W/STEEL	31'-7"	6'-0"	5165-E-6	1965	48	10/22/2007	SD-52; PERMIT #6-143 #14317 BRIARWOOD
P-03	CLOPPER ROAD	UNDER CSX RAILROAD	BEAMS TUNNEL 8'-0"X8'-0"	78'-0"	8'-0"	5045-K-1	1931	24	5/18/2011	TERRACE AT BOYDS RR STATION
P-04	GOLDSBORO ROAD	OVER MINNEHAHA BRANCH	CORRUGATED METAL DECK W/STEEL BEAMS	35'-6"	4'-0"	5406-K-5	1931	48	10/17/2011	NEAR GLOSTER ROAD AND REDWING ROAD
P-09	NEWPORT AVENUE	OVER WILLET BRANCH TRIBUTARY	TIMBER DECK W/ STEEL BEAMS	20'-0"	5'-2"	5407-E-7	2008	48	10/17/2011	CROSSES DITCH ON GLEN COVE PARKWAY. REPLACED 2008.
P-10	PRETORIA DRIVE	OVER LITTLE PAINT BRANCH	CORRUGATED METAL DECK W/STEEL BEAMS	15'-6"	5'-0"	5287-J-1	1967+	48	6/23/2011	SD-730; PERMIT #66-095 OVER CONC. CHAN. BEHIND 12413 PRETORIA DRIVE
P-11	SPENCER ROAD	OVER ROCK CREEK TRIBUTARY	CORRUGATED METAL DECK W/ OPEN WEB STEEL JOISTS	24'-8"	4'-0"	5408-A-2		48	11/5/2007	BETWEEN DONNYBROOK DR AND FARREL DR. SCHEDULED TO BE PAINTED 2008.
P-14	VALLYWOOD DRIVE	OVER JOSEPH'S BRANCH	CONCRETE SLAB W/ PRESTRESSED CHANNEL BEAMS	40'-0"	5'-0"	5285-J-2	1955	48	5/3/2007	(683); CONNECTS TO MOLINE RD
P-16	LITTLE FALLS DRIVE	OVER WILLET BRANCH TRIBUTARY	CONCRETE SLAB W/ CONCRETE BEAMS	44'-0"	6'-0"	5407-D-7	1962	48	10/17/2011	(171-D, 61356); TO WESTBROOK ELEM SCHOOL
P-19	WINDHAM LANE	OVER SLIGO CREEK TRIBUTARY	TIMBER DECK W/ STEEL BEAMS	22'-0"	5'-0"	5286-D-5		48	6/21/2011	PAINTED 2008
P-20	GLEN COVE PARKWAY	OVER WILLET BRANCH TRIBUTARY	TIMBER DECK W/ TIMBER BEAMS	23'-10"	4'-0"	5407-E-7		48	10/17/2011	TO LITTLE FALLS SWIMMING POOL AT ALLEN TERRACE
P-24	HEDIN DRIVE	OVER NORTHWEST BRANCH TRIBUTARY	CORRUGATED METAL DECK W/STEEL BEAMS	47'-0"	4'-2"	5287-C-8	1974	48	5/3/2007	CIP 743209; OAKVIEW COMMUNITY, CORNER OF EAST LIGHT DRIVE. SCHEDULED TO BE PAINTED 2008
P-25	FALLS ROAD MD189	OVER ROCK RUN	TIMBER DECK W/ WEATHERING STEEL TRUSS	65'-0"	8'-0"	5283-F8	1979	48	8/7/2009	CIP 753378; WEST SIDE - ACROSS FROM FALLS LANE. PAINTED 2008.
P-26	FALLS ROAD MD189	OVER ROCK RUN TRIBUTARY	TIMBER DECK W/ STEEL TRUSS	41'-0"	8'-8"	5283-G-8	1983	48	9/13/2011	CIP 753378; BELOW OAKLYNN DRIVE WEST SIDE
P-27	BALTIMORE ROAD	OVER ROCK CREEK TRIBUTARY	TIMBER DECK W/ STEEL TRUSS	73'-0"	6'-0"	5165-B-6		48	7/22/2009	BIKE PATH. SCHEDULED TO BE PAINTED 2008
P-28	EASTWEST HWY SERVICE ROAD	OVER ROCK CREEK TRIBUTARY	TIMBER DECK W/ STEEL TRUSS	40'-0"	10'-0"	5408-A-2	1993	48	6/23/2011	SHA Contract No. 680-501-383; MD 410 BIKE PATH BETWEEN DONNYBROOK DRIVE AND MEADOWBROOK LANE
P-29	STRATHMORE KNOWLES AVENUE	OVER ROCK CREEK	TIMBER DECK W/ WEATHERING STEEL TRUSS	102'-8"	8'-0"	5285-G-5	1992	48	7/29/2009	CIP 903137; CORNER OF KNOWLES AVE
P-34	DENLEY ROAD	OVER JOSEPH'S BRANCH	TIMBER DECK W/ STEEL BEAMS	35'-0"	4'-2"	5286-A-1		48	5/7/2009	NORTH OF RANDOLPH ROAD; SUPERSTRUCTURE REPLACED 2005
P-35	BALTIMORE ROAD	OVER ROCK CREEK TRIBUTARY	STEEL GRID DECK W/ STEEL TRUSS	62'-0"	5'-8"	5165-A-7		48	8/25/2008	WITHIN ROCKVILLE CITY LIMITS; FORMERLY P- 27A. SCHEDULED TO BE PAINTED 2008
P-37	MONTGOMERY VILLAGE AVENUE	OVER LAKE WHETSTONE	TIMBER DECK W/ STEEL BEAMS	42'-6"	8'-0"	5047-H-4	1990	48	5/13/2011	OPPOSITE STEDWICK RD MAINT. BY MONT. VILLAGE
P-40	OLD MD 118	OVER CSX RAILROAD	CONCRETE DECK W/ CONCRETE ENCASED STEEL BEAMS	99'-0"	24'-7"	5046-G-3	1905	24	5/18/2011	1999 DECK REHABILITATED UNDER CIP 508671
P-41	OLD GEORGETOWN ROAD	OVER OLD GEORGETOWN ROAD	CONCRETE PAVEMENT OVER CORRUGATED METAL DECK W/ STEEL TRUSSES OR BEAMS	162'-10"	8'-8"	5407-E-3	1999	24	4/29/2011	STRUCTURE CURRENTLY MAINTAINED BY DIV. OF TRAFFIC AND PARKING SERVICES. CLEANING AND PAINTING BY BETHESDA URBAN DISTRICT. REHAB AND PAINTING SCHEDULED FOR SUMMER 2012.
P-42	BETHESDA TROLLEY TRAIL	OVER I-495	CONCRETE DECK W/ STEEL TRUSS	193'-6"	11'-7"	5285-C-8	2003	24	8/5/2011	CIP 509587
P-43	BETHESDA TROLLEY TRAIL	OVER EAST SPUR OF I-270	CONCRETE DECK W/ STEEL TRUSS	276'-3"	11'-7"	5285-C-6	2003	24	8/5/2011	CIP 509587
P-44	STRATHMORE AVENUE	OVER ROCK CREEK TRIBUTARY	6'x10' STRUCTURAL PLATE PIPE ARCH	30' <u>+</u>	7'-0"	5285-D-5		48	5/3/2007	APPROX. 2,500' EAST OF MD 355 North side of Strathmore Ave.
P-45	STRATHMORE AVENUE	OVER ROCK CREEK TRIBUTARY	TIMBER DECK W/ STEEL TRUSS	46'-0"	5'-5"	5285-D-5	2004	48	5/3/2007	APPROX. 2,500' EAST OF MD 355 South side of Strathmore Ave
P-46	MONTROSE PARKWAY	OLD FARM CREEK	TIMBER DECK W/STEEL TRUSS	30'-5"	17'-0"	5284-J-2	2007	48	9/28/2007	Located beneath Bridge No. M-0331
P-47	GEORGIA AVENUE	OVER I-495 RAMP	CONCRETE DECK W/ STEEL BEAMS	92'-0"	12'-0"	5286-D-8	2007	48	7/19/2011	Located over Outer Loop Ramp to I-495 adjacent to Georgia Avenue
P-48	GEORGIA AVENUE	OVER I-495 RAMP	CONCRETE DECK W/ STEEL BEAMS	87'-6"	12'-6"	5286-C-8	2007	48	8/8/2011	Located over Inner Loop Ramp to I-495 adjacent to Georgia Avenue
P-49	EDGEMOOR LANE	OVER EDGEMOOR LANE	CONCRETE DECK W/ P/S CONCRETE T- BEAMS	86'-10"	10'-0"	5407-E-3	1999	48	9/27/2009	STRUCTURE CURRENTLY MAINTAINED BY DIV. OF TRAFFIC AND PARKING SERVICES.
P-50	JONES MILL ROAD	OVER ROCK CREEK	TIMBER DECK W/STEEL TRUSS	261'-6"	12-0"	5407-K-1	2003	48	9/31/2009	GEORGETOWN BRANCH TRAIL TRESTLE BRIDGE

## 2011 MONTGOMERY COUNTY PEDESTRIAN STRUCTURES SORTED BY STRUCTURE NUMBER

STRUCTURE NUMBER	ROAD NEAR THE STRUCTURE	CROSSING	STRUCTURAL TYPE	LENGTH	WIDTH	ADC STREET GRID	YEAR BUILT	INSPECT. CYCLE (MONTHS)	DATE OF LATEST INSPECTION	REMARKS
P-51	VALLEY BROOK DRIVE	OVER NORTHWEST BRANCH TRIBUTARY	TIMBER DECK W/STEEL TRUSS	56'-0"	8'-0"	5286-K-1	2008	48	9/30/2009	Located next to a private driveway.
P-52	RIVER ROAD MD 190	OVER RIVER ROAD MD 190	CONCRETE DECK W/STEEL TRUSS	260'-8"	16'-4"	5407-D-6	1996	24		OWNED AND MAINTAINED BY MNCPPC, CAPITAL CRESCENT TRAIL
P-53	MASSACHUSETTS AVE MD 396	OVER MASSACHUSETTS AVE MD 396	CONCRETE DECK W/STEEL BEAMS	85'-9"	17'-0"	5407-C-7	UNK	24	4/29/2011	OWNED AND MAINTAINED BY MNCPPC, CAPITAL CRESCENT TRAIL
P-54	TEMORYTANE	OVER ROCK CREEK NORTH BRANCH TRIBUTARY	TIMBER DECK W/STEEL TRUSS	40'-0"	12'-0"	5165-E-1	2002	48	3/6/2009	CIP 509972, NORTH OF PINETREE ROAD
P-55	IEMORY LANE	OVER ROCK CREEK NORTH BRANCH TRIBUTARY	TIMBER DECK W/STEEL TRUSS	25'-0"	12'-0"	5165-F-1	2002	48	3/6/2009	CIP 509972, NORTH OF HOLLY RIDGE ROAD
P-56	VIERS MILL ROAD MD 586	OVER VIERS MILL ROAD MD 586	CONCRETE DECK W/STEEL BEAMS	610'-6"	14'-8"	5165-D-9	2010	24		OWNED AND MAINTAINED BY MNCPPC, ROCK CREEK TRAIL
P-57	KEMP MILL ROAD	NORTHWEST BRANCH				5166-F-10		48		OWNED AND MAINTAINED BY MNCPPC, OLD RANDOLPH ROAD BRIDGE

2011	Dames	rad fram	Inventory

2011 Removed from inventory											
										OLD HIGHWAY BRIDGE OWNED AND MAINTAINED	ı
P-30	OLD COLUMBIA PIKE MD RT 196	OVER PAINT BRANCH	CONCRETE ARCH	204'-2"	27'-3"	5287-D-2		48	5/7/2009	BY SHA; OPEN TO PEDESTRIAN /BIKE TRAFFIC	ı
										ONLY	ı



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